OCTOBER 3, 1955

Weeks Report Vital to Business . . . p. 27

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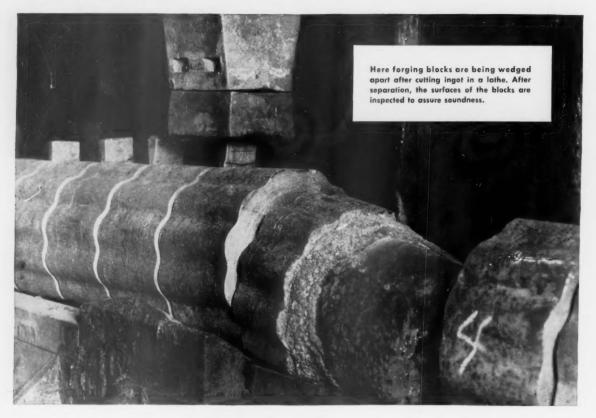


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October 3, 1955

Vol. 139, No. 14

Week at a Glance

National defense will depend on the railroads if another major war should come, just as it has depended on them for essential transportation in previous wars, says Defense Secretary Wilson. He believes a modernized railroad system, including equipment and fixed plant, can take care of emergency demands for transportation by working harder and longer hours.

Capital expenditures in 1955 will total about \$872 million, according to the latest estimates made by Class I roads for the ICC. That total will be about 6½% greater than such outlays in 1954.

The Pennsylvania will streamline its organization by setting up nine autonomous regions. The plan, announced last week by President James M. Symes, is effective November 1.

FORUM: Business has a vital stake in the Weeks Report prescribing a revision of the national transportation policy. This is so not only because business has a stake in a good healthy system of railroads, but also because business needs desperately an understanding in government and by voters of the need for competent and objective appraisals of technical questions as a basis for legislation—in contrast to emotional or uninformed mass hand-showing.

A compact control machine, within easy arm's length of the operator, has been developed on the Reading to work in conjunction with a large separate track diagram panel for consolidated control of interlockings.

Creating new attitudes among supervisors, so they will be more alert in detecting bottlenecks, waste and inefficiency—that's the purpose of a new and systematic approach to methods improvement applied this year on the EJ&E.

Western Maryland finds a way to make over outmoded

Current Statistics

Operating revenues, seven months	
1955\$	5,684,845,763
1954	
Operating expenses, seven months	
1955\$4	(,301,482,889
1954	
Taxes, seven months	
1955\$	613,146,288
1954	509,657,790
Net railway operating income, ser	
1955\$	
1954	
Net income, estimated, seven mor	
1955\$	
1954	
Average price railroad stocks	
September 27, 1955	93.39
September 28, 1954	70.49
Carloadings revenue freight	70.47
Thirty-seven weeks, 1955	26,469,307
Thirty-seven weeks, 1954	23,843,262
Average daily freight car surplus	23,043,202
Wk. ended Sept. 24, 1955	4,996
Wk. ended Sept. 25, 1955	65.719
Average daily freight car shortag	
Wk. ended Sept. 24, 1955	16,544
Wk. ended Sept. 25, 1954	1,467
Freight cars on order	
September 1, 1955	52,803
September 1, 1954	13,013
Freight cars delivered	
Eight months, 1955	22,820
Eight months, 1954	27,700
Average number of railroad emplo	
Mid-August 1955	1,096,072
Mid-August 1954	1.070.687

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Week at a Glance CONTINUED

midtown passenger facilities in Baltimore into a centrally located, revenue producing freight-handling center.

A shop that handles 4,000 diesels monthly for inspection and servicing, and in addition performs heavy repairs on six diesel units each month, is helping the Union Pacific make money. The new \$6-million facility at Salt Lake City has a variety of modern equipment, including air-cooled, radio-directed crane cabs.

Making steam automatically is the Algoma Central & Hudson Bay's way of meeting the extreme temperature conditions prevailing at Sault Ste. Marie. Five oil-fired steam generators, replacing coal-fired boilers, adjust output as needed from 800 to 15,000 pounds of steam per hour.

A box car you can load in minutes, using palletized loads and fork lift trucks, is soon to be demonstrated in Chicago. Railway Age forecast its appearance in the August 22 issue. It has ten garage-type overhead doors, five to a side.

Passenger policy will be set soon—maybe within five years—for the railroad industry for a long time ahead. Either by positive decisions by management, or by simple default, says James E. Parks (member of a Harvard Business School team engaged in a thorough study of railroad marketing practices in the passenger field) long-range policy will be established.

BRIEFS

Frisco has continued to buy Central of Georgia stock until its holdings are now figured by Wall Street statisticians to total about 32% of shares outstanding.

Watch for the Western Pacific to enter the trucking business. WP stockholders have approved an amendment to the company's articles of incorporation to per-



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FREE-LATERAL HYATTS!





When you're viewing the grandeur of the Rockies from the luxurious Vista-Dome North Coast Limited, the gliding riding comfort of HYATT Roller Bearings adds a lot to your enjoyment of the journey.

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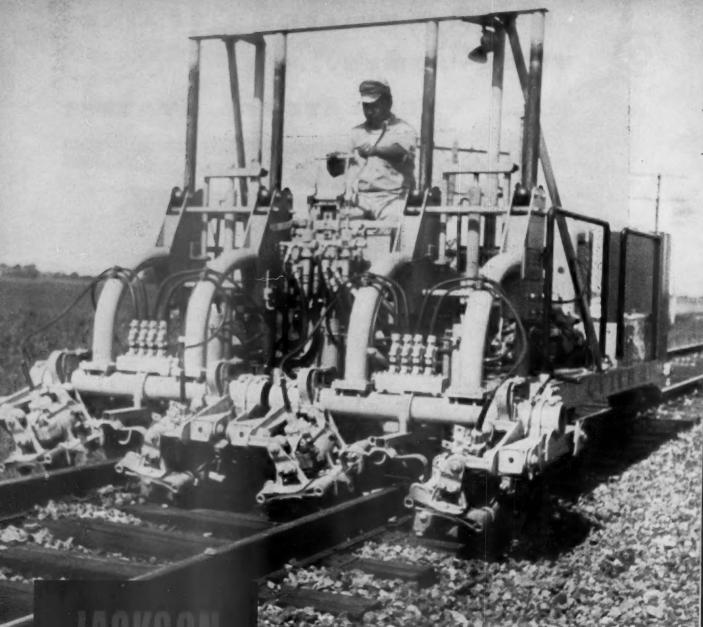
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Acquirement plans to suit your needs.

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Week at a Glance CONTINUED

mit engaging in "business other than transportation by railroad."

- \$63 million for railway equipment is what India plans to spend next year. In addition to what will be built in that country, its government has announced its intention to invite bids from manufacturers in other countries for some 10,000 cars and 240 locomotives.
- Earlier leaving times from Chicago will be scheduled for four Union Pacific "streamliners" when they are shifted October 30 to the Milwaukee's line for the Chicago-Omaha run. These afternoon-departure trains now leave between 5:00 p.m. and 7:15, and it is planned to have them depart between 4:00 and 4:45, "to improve connections from the East and reduce layover time at Chicago for through passengers."
- Confusion over "Daylight saving time" is worse than usual right now in the section between Chicago and the Atlantic coast. This year some cities—e.g. Cleveland, Baltimore and Washington—that have observed "Daylight" time since April 24 resumed "Standard" time on September 25, while others—including Chicago, New York and Boston—are continuing on "Daylight" time through October.
- Piggyback operations on the Lehigh Valley have been expanded to include service between Niagara Frontier points, on one hand, and, on the other, various New Jersey communities and the New York metropolitan area.
- The "Speedwalk" conveyor belt system for transporting passengers from the Hudson & Manhattan Erie station platform to the Erie's terminal at Jersey City, N.J., is credited with

an "assist" in the H&M's showing of a $4\frac{1}{2}\%$ increase in passenger traffic at that point since the new facility went into service.

- A Lackawanna director, Paul Moore, donated \$50,000 to the Scranton, Pa., headquarters of the Red Cross for flood relief in the surrounding area. Westinghouse Brake & Signal Co. of London—despite the difficulty of getting dollars out of England—also sent a contribution of \$1,000 for relief in the northeastern Pennsylvania area. This check was turned over to Lackawanna President P. M. Shoemaker by E. O. Boshell, chairman of Westinghouse's parent U.S. company, and by him was passed along to the Red Cross at Scranton.
- Merger of upper New England railroads
 —that is, the Bangor & Aroostook, Maine
 Central and Boston & Maine—has been the
 subject of various rumors in Boston and elsewhere in that area, but E. Spencer Miller,
 Maine Central's president, says they are absolutely groundless. No talks have been carried on to that end by officers or directors
 of any of the roads, to his knowledge.
- Incidental intelligence: One of the larger institutional holders of the new nationwide rail travel credit card is, we understand, the Air Transport Association.
- Discounts on auto rentals for holders of round-trip rail tickets, which the Hertz Rent a Car System instituted recently for Santa Fe passengers to Los Angeles (Railway Age, August 8, page 7), are now available in Miami for round-trip passengers of the Chicago & Eastern Illinois, the Illinois Central and the Pennsylvania.
- Truck weight and size limits legal limits, that is—continue to increase; such limits, or tolerances on their enforcement, have been liberalized this year by 17 states.

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Freight Cars Working Hard

Latest performance figures show how daily output in net ton-miles has been best since 1952

Latest figures on freight car performance show how the net ton-miles per serviceable car per day recently stepped up to the point where they have been running about 20% above last year and reflecting the best output in three years.

The performance was reported by Chairman A. H. Gass of the Car Service Division, Association of American Railroads, in his latest monthly review of "The National Transportation." Mr. Gass had the June figures which showed that each serviceable freight car turned out 1,040 net ton-miles of freight service per day in that month.

This was 19% better than the June 1954 figure of 877 net ton-miles, and it was also the best since September 1952's 1,068. The May 1955 average

was 1,028 ton-miles.

Car Fleet—As to the equipment situation generally, Mr. Gass reported that the total ownership of the Class 1 roads fell during August from 1,708,875 cars to 1,704,366 cars—the net effect of retiring 8,286 cars while installing only

3,777 new ones. Meanwhile, however, the Class I roads put 30,866 cars through their shops for heavy repairs in August—more than in any previous month since December 1953.

As to equipment conditions by types of cars, Mr. Gass reported that shortages of plain box cars continued to decline during early September, averaging 5,878 daily for the week ended September 3. That compared with a daily average of 11,595 reported for the week ended July 23.

The CSD chairman followed his reference to this favorable trend with a warning that heavy box-car requirements in the offing "will make it necessary to obtain maximum usage of the available supply." Thus he called for shipper and carrier cooperation to expedite movements and promote better utilization.

Hoppers and Gons—The shortage of hopper cars averaged 5,300 per day during the week ended September 3, Mr. Gass reported, noting that this was the peak for 1955 up to that time. That week's average daily shortage of gondolas was also a 1955 high—1,300 cars. Only stock cars and refrigerator cars were reported in adequate supply.

The reefer fleet now includes 1,071 cars with mechanical refrigerator equipment, and 443 to be so equipped were

on order September 1.

IC Will Drop 62 Commuter Trains

The Illinois Central will substantially change the pattern of its Chicago commuter service to place more emphasis on outlying stations, effective October 30.

The Illinois Commerce Commission has granted the IC permission to discontinue 44 daily inner-area local trains between Randolph street and 53rd street, and 18 other "poorly patron-

zed" trains.

Additional service will be furnished to the outer suburbs. A new 10-car storage track and elevated platform will be constructed to speed operations at Richton, southern terminal of the suburban trains, at a cost of \$100,000.

C&EI to Speed Perishable Service

The Chicago & Eastern Illinois will reduce the schedule on perishables moving from Florida and the southeastern states to Chicago by one full day starting about October 15. The C&EI, participating with the Atlantic Coast Line, the Nickel Plate and the Louisville & Nashville, will provide thirdmorning arrival in Chicago.

C&EI President C. M. Roddewig expects the speedier schedule to being

care President C. M. Roddewig expects the speedier schedule to bring "substantial amounts" of perishable traffic back to the rails and materially increase the car supply. The new faster schedule will be achieved by higher speeds and fewer stops for inspection

and icing.

PRR-N&W Offer New Piggyback Service

The Pennsylvania and Norfolk & Western about November 1 will begin the first interline carrying of highway trailers of common-carrier truckers.

Trailers will be carried on fast freight trains between Bristol, Va., and Roanoke and Philadelphia and New York via the Shenandoah Valley and Hagerstown, Md., PRR-N&W interchange point. The service will be the country's first regularly scheduled railtruck operation of its kind participated



CANADIAN NATIONAL - CENTRAL VERMONT officers discuss opportunities for development in eastern Connecticut with the state's governor, A.A. Ribicoff. Left to right are: Maynard A. Metcalf, CNR-CV vice-president, traffic; Donald M. Kerr, CV general manager; Donald Gordon, CNR-CV chairman and president; John R.

Reitmeyer, a CV director; and Mr. Ribicoff. The railroad officers visited the governor at Hartford after an inspection trip of flood-damaged CV lines in Massachusetts and Connecticut. Fifty miles of track were damaged in the two states with an estimated loss of \$300,000. The line was completely restored in 30 days.

in by more than one railroad. It also will be the first in the south in which trailers carried will be owned by com-

mon-carrier truckers.

Kensington yard in Philadelphia, and Meadows yard, Kearny, N.J., will be the PRR terminals. The N&W plans to construct special terminals near main highways in Bristol and Roanoke. The Rail-Trailer Company will be in charge of all loading and unloading operations.

Initially the N&W plans to move the trailer-loaded cars in its regularly scheduled fast freights between Bristol, Roanoke and Hagerstown. When business reaches an adequate volume, the railroads plan solid trains of highway trailers, with a schedule of about 24 hours for the approximately 650 miles between Bristol and Kearny.

Reefers May Substitute For Box Cars in West

The ICC has issued Service Order No. 908 to permit railroads to substitute up to three SFRD, PFE of WP refrigerator cars (not suitable for transporting perishables) in lieu of each box car ordered for shipments within the area embraced by the states of Oregon, California, Arizona and Nevada.

The order became effective September 28 and is scheduled to expire December 31. A like order (No. 887) was in effect for some time prior to December 31, 1953, when it was per-

mitted to expire.

Law & Regulation

Water Lines Oppose Cabinet Report as "Package Deal"

While carriers operating on inland waterways are not unanimous in their positions on all specific recommendations of President Eisenhower's Cabinet Committee on Transport Policy and Organization, they all oppose the deal.

That's what the Committee on Interstate and Foreign Commerce of the House of Representatives has been told by Chester C. Thompson, president of American Waterways Operators, Inc. Mr. Thompson was the last witness (appearing September 22), at hearings which the committee's subcommittee, headed by Representative Harris, Democrat of Arkansas, held on the Cabinet Committee report. Railroad and trucker presentations had been made at earlier sessions of the hearings

(Railway Age, September 26, page 7).

Passenger Deficit—Mr. Thompson had much to say about the railroads' deficit from passenger-train operations, it being his contention that the freight business has been "a most profitable undertaking." He also had reasons,



SITE PURCHASE for eventual location of the New York Times on a portion of the New York Central's 60th Street freight yard, New York, is completed here as Times publisher Arthur Hays Sulzberger (left) presents check to Thomas J. Deegan, Jr., NYC vice-president—staff. Charles H. Morton, Central's general land and tax agent, at sight Area purphesed by the is at right. Area purchased by the newspaper lies between 60th and 65th streets, fronting on West End avenue. The Times plans a gradual transfer of warehouses, offices and printing plant from its present mid-Manhattan loca-

other than the passenger-train service, for the railroads' financial situation, and he summed up as follows:

"With regard to the railroads' contention that competition has brought dark days upon them, again it is stated that it is not competition. It is the passenger train problem; archaic costly terminal operations; the unjustified exercise of managerial discretion in favor of certain shippers with its consequent unwarranted rate reduc-tions and operation at 'all costs' in fields where rail lines are not the most efficient form of transport, and, finally, the administration of the present National Transportation Policy by the Interstate Commerce Commission.

Southern's Food-Terminal **Promotions Draw Complaint**

Four railroads have asked the Interstate Commerce Commission to institute an investigation into practices of the Southern and its affiliates "in promoting and effecting construction of produce terminals" at several cities in the South.

Petitioning roads are Atlantic Coast Line; Nashville, Chattanooga & St. Louis; Louisville & Nashville; and Atlanta & West Point. Their petition said they have reason to believe that the Southern is now in the process of developing a series of "food, produce, general warehousing and distribution terminals" at or near Jacksonville, Fla., Atlanta, Ga., Birmingham, Ala., Chattanooga, Tenn., Louisville, Ky., and

Allegations-They want the commission to determine whether the practices complained of constitute "offers or grants of unlawful concessions, rebates, unjust discriminations, undue preferences and prejudices, illegal assumption of liability with regard to indebtedness, and undesirable and destructive financial and operational practices" in violation of the Elkins Act and various provisions of the Interstate Commerce Act, including its declaration of National Transportation Policy.

The petitioners assert their belief that the commission will condemn the assailed practices. If it should not, however, they ask a finding which will make it clear that they and other railroads may avail themselves "of the same or similar practices to attract traffic.'

Congress Will Get Plea To End Transport Tax

The 84th Congress will be urged to repeal all taxes on transportation services when it reconvenes for its second session in January

A resolution calling for such action was adopted by the National Confer-ence for Repeal of Taxes on Transportation at a Washington, D. C., meeting September 27. The taxes involved are federal levies on amounts paid for for-hire freight and passenger services. The resolution called them a "discriminatory form of taxation."

In addition to passing the resolution, the conference established a special committee to direct the repeal drive. Members of the conference include representatives of all types of transport, shipper interests and labor organizations. Its executive committee includes R. S. Henry, vice-president of the Association of American Railroads, and W. P. Kennedy, president of the Brotherhood of Railroad Trainmen.

Rail Groups Will Hold Legislative Meetings

Pending federal legislation will be considered at a series of legislative meetings to be held by the Association of American Railroads, the Association of Western Railways and the Associ-ation of Southeastern Railroads during the period from October 19 to November 8.

The October 19 meeting will be held at Chicago, and will be a two-day affair. It will be followed by meetings at San Francisco, Cal., October 24 and 25; Colorado Springs, Colo., October 28 and 29; New York, November 2; White Sulphur Springs, W. Va., November 4; and Atlanta, Ga., November 7 and 8. The principal legislation under dis-

cussion will be the pending Senate and House bills to carry out recommendations of President Eisenhower's Cabinet Committee on Transport Policy and Organization. Meanwhile, attention is also expected to be given the so-called trip-lease bill which would end the Interstate Commerce Commission's

power to prohibit trip-leasing of motor trucks, federal tax bills, and proposals to amend the Hours of Service Act.

Hammond Sees Legislation On Cabinet Report in '56

"Some legislation" growing from the Cabinet Report on Transport Policy and Organization can be expected in 1956, H. F. Hammond, executive vicepresident, Transportation Association of America, told the recent meeting of the New England Shippers Advisory Board at Portsmouth, N. H.

Mr. Hammond said he became convinced of this while attending hearings on the report at Washington the week of September 21 (Railway Age, September 26, page 7). He added that he feels congressmen will rely on the conclusions of technical staff members in drafting legislation-perhaps on a selected few of the proposals-but "when the chips are down they are going to listen a lot to what the people have to say from back home. urged his listeners to let their congressmen know their views on the proposals.

Competitive Transport

National Road System Now Completely Designated

Routes are now completely designated for the 40,000-mile National System of Interstate Highways which was author-

ized by Congress in 1944.

Completion of the designation phase came when the Bureau of Public Roads approved general locations for some 2,300 miles of routes around 102 urban areas. These supplement the original 37,700-mile network designated in 1947. BPR's approval fixes only the general locations of the urban-area routes. Detailed final locations will be made as the designated routes become roadbuilding projects of the interested states. Such state projects get funds under the federal-aid highway program.

Truckers Know Cabinet Plan Won't Kill Rivalry-Beatty

Albert R. Beatty, assistant vice-president of the Association of American Railroads, said last week that truckers know full well there is no possibility railroads would be able to eliminate competition" if legislation were enacted to carry out recommendations of President Eisenhower's Cabinet Committee on Transport Policy and Organization.

Mr. Beatty made this statement in a September 30 address in Ann Arbor, Mich., at the annual meeting of the University Press Club of Michigan. Objective-He asserted that the

Cabinet Committee's report "has but one objective in mind—that we have an efficient, economical, and physically and financially strong system of com-mon carrier transportation." There is 'not a grain of truth" in statements charging the report is a "railroad re-port," Mr. Beatty said, explaining that adoption of its recommendations would not give to railroads any rights that other forms of transportation do not already have or would not receive in equal measure if the proposals were put into effect."

Then came Mr. Beatty's comment on the trucking industry's opposition to the report, which included also these statements:

'Neither would the recommendations create a monopoly in transportation, as some of our trucking friends have maintained. I doubt seriously that even the truckers believe this, but are using the argument simply because the word 'monopoly' seems to have a sinister meaning in the minds of so many of the public.

he truckers know the committee's

RAILROADS WILL BE READY FOR EMERGENCY IF ENCOURAGED TO KEEP THEIR EQUIPMENT MODERN, DEFENSE SECRETARY SAYS

Secretary of Defense Charles E. Wilson recently emphasized how his department's planning for an emergency contemplates that railroads will be ready to take on the major part of the domestic transport job involved. The secretary made his statements at the House Interstate Commerce Commit-

CHAIRMAN PRIEST: The question which presented itself to me in my earlier consideration of the report was to what degree we should require excess capacity of common carriers and who, in effect, would pay for that excess capacity. In other words, should the excess capacity of the common carrier be charged in rates to the shipper to support whatever excess capacity we might require to meet the problems of defense, particularly logistics problems? I wonder if you, Mr. Secretary, or any members of the committee, have given any thought to that degree of excess capacity and actually who would pay for it?

SECRETARY WILSON: I myself have thought about it quite a bit and have had experience with it in World War II. The national policy has been to encourage the railroads particularly to modernize their equipment. They gave them stepped-up depreciation, and modernization of railroads has been a good thing for the country. It has been a good thing for everybody. It does not mean that anybody is going to have directly to pay any more for services or handle it in any special

There is another thing that I am familiar with personally. If we had another great emergency, we would repeat our policies of World War II. We would not worry so much about the 40-hour work week and work only five days a week. We would work six days a week. That in itself speeds up and increases the capacity of railroads, because their customers unload cars on Saturdays as well as on the other five days, so in effect you get an appreciable increase in capacity. If your equipment is modern and up to taking that extra load, I think between all forms of transportation we

could move by the common carriers,

tee's hearing on the report of President Eisenhower's Cabinet Committee on Transport Policy and Organization, of which Mr. Wilson was a member.

Excerpts from the hearing's record are set out below. The questioner is the committee's chairman—Representative Priest, Democrat of Tennessee.

with their flexibility, about all the goods and services we can produce in the country So I do not think any special arrangement has to be made with any transportation company . . . other than has been done by encouraging them to modernize and expand to the degree they think is sound.

CHAIRMAN PRIEST: Just one more question, Mr. Secretary. I think you answered rather satisfactorily and gave a very clear explanation of what, in your mind, the question of excess capacity might mean. I will simply ask this question: It would not be your opinion that any common carrier, in its application for a rate or in its approval of a rate, might include a certain cost to provide excess capacity as needed?

SECRETARY WILSON: No, I would not think so. I would not be for that,

CHAIRMAN PRIEST: I would not, either, and that is why I wanted that point clear.

SECRETARY WILSON: If they have the general classification of freight cars and have good, modern equipment, up to taking care of the present requirements of the country, in my opinion that would take care of any emergency because, as I pointed out a while ago, we would work Saturdays instead of just five days a week, and the railroads would step up. There would not be very much more tons of things mined or produced. As a matter of fact, there is liable to be a little less, because the military weapons and requirements usually take more labor than our commercial business. So whatever the people could produce, the railroads, by working six days a week with good equipment to begin with, could take care of it. That is my personal experience.

proposals would not give railroads a free hand to charge whatever rates they choose nor would there be unduly discriminatory rate making. . . . Neither the Cabinet Committee nor anybody else proposes to take from the commission any authority whatsoever that would prevent that agency from stepping in and acting promptly on any rates that are unreasonably low or unreasonably high or discriminatory or prejudicial."

Equipment & Supplies

Chicago to Test High Speed M-U Cars

The Chicago Transit Authority this week will make a series of test runs with four high-speed rapid transit cars. It is expected the cars will have a top speed between 70 mph and 80 mph. The cars are of the modified "PCC"

The cars are of the modified "PCC" rapid transit type equipped with solid wheels, a new control system and four 100-hp motors. General Electric and Westinghouse each have equipped two cars with new controls and motors, while CTA has done the necessary shop work. About \$300,000 has been spent to prepare the cars for the tests.

LOCOMOTIVES

Class I Roads Install 701 Locomotives in 8 Months

Class I railroads installed 701 new locomotive units during the first eight months of 1955, of which 691 were diesel-electric and 10 were electric, the Association of American Railroads has announced. During the same period

in 1954, Class I roads put into service 878 new locomotive units, which included 866 diesel-electrics and 12 gas turbine-electrics.

New locomotive units installed in August by Class I roads totaled 31, all diesel-electrics, compared with August 1954 installations of 36 units.

New locomotive units on order September 1 by Class I roads totaled 704, largest number of locomotive units on order in any month since May 1953, the AAR said. They included 692 diesel-electrics and 12 electrics. On September 1, 1954 new locomotive units on order consisted of 86 diesel-electrics, 10 electrics and three gas turbine-electrics.

The Soo Line has ordered five 1,750-hp road switchers from Electro-Motive. The Wisconsin Central will receive two of the units in January and the remaining three will be delivered to the Soo Line in April.

FREIGHT CARS

The Bangor & Aroostook directors have authorized purchase of 180 pulpwood cars from Magor Car Corporation at an estimated cost of \$1,500,000. Delivery of the cars—of which 115 will be end rack cars and 65 will be so-called side dumpers—is expected in the spring of 1956.

The Boston & Maine has ordered 1,000 50-ton box cars from Pullman-Standard. Authorization by the road's directors to purchase 1,000 50-ton roll-er-bearing-equipped box cars at an approximate cost of \$8,000,000 was reported in Railway Age, September 5, page 10.

The Soo Line will build 500 40-ft steel box cars at its North Fond du Lac, Wis., shops. The cars will be equipped with nailable steel flooring. Work is expected to begin next spring. SPECIAL

The Lackawanna has ordered 50 highway trailers for its piggyback service. Of the total, Fruehauf Trailer Company will build 20 closed vans and 15 insulated trailers, and Trailmobile, Inc., 10 open-top and five closed vans. Delivery, which will increase the road's trailer fleet to 200 units, is expected within two months.

The Santa Fe is acquiring 511 stainless-steel Guardian lockers from the Flxible Company for installation in 11 passenger stations—at Topeka, Kans., Newton and Dodge City; Amarillo, Tex.; Oklahoma City, Okla.; La Junta, Col.; Clovis, N.M., and Albuquerque; Barstow, Cal., San Diego, and San Francisco.

The Cincinnati Union Terminal is acquiring 450 of the Guardian lockers.

Labor & Wages

Emergency Board Reports On N. Y. Central Dispute

The White House has made public the report of an emergency board which President Eisenhower appointed to investigate a dispute between the New York Central, Lines East, and its conductors represented by the Order of Railway Conductors and Brakemen.

The dispute involved demands for changes in working rules, the most important of them concerning conductors in suburban service into New York City. The union proposals called for a basic "day" of 100 miles instead of 150 miles, and overtime on the basis of 6 within 8 hours instead of 8 within 9.

The board recommended that the proposals be withdrawn, but it did suggest that the parties negotiate the issue of minimum daily earnings guarantees for conductors in suburban service.

Members of the board were Chairman Mortimer Stone, former justice of the Colorado Supreme Court, Arthur Stark, executive secretary of the New York State Board of Mediation, and Dudley E. Whiting, a professional arbitrator of Detroit.

Canadian Non-Ops to Ask 18-cent Wage Increase

Fifteen Canadian non-operating unions will seek wage increases of 18-cents an hour next month when they present their 1956 demands to the Canadian railways.

The pay raises would cost the railways \$70,000,000 a year according to Frank Hall, union spokesman. In a statement at Montreal, Mr. Hall said the unions will ask to have the increases made effective January 1.



QUITE A MIXTURE—The trailers of two different roads, in position on top of a special flat car of a third road, was one of the features of an exhibit put on by railroads serving Baltimore in connection with the recent convention of the National Model Railway Association. With wider interchange of TOFC equipment ahead in the near future, such combinations of ownership will not much longer be strange sights.

Other requests to be made, he said, include three paid holidays, in addition to five already provided, for hourly-rated employees; extension of all eight holidays to monthly-rated employees; and adoption of a health and welfare plan now being drawn up by the unions.

Mr. Hall also said the unions must soon think in terms of a four-day, 32hour week, and attacked use of compulsory arbitration in labor disputes because, he added, it is a denial of the right to strike.

Negotiations Broken Off in Non-Op Wage Case

Wage conferences involving the East-Western, and Southeastern Car-Conference Committees and unions representing some 800,000 nonoperating employees were abruptly terminated September 22. G. E. Leighty, president of the Brotherhood of Railway Telegraphers and chairman of the union group, gave as a reason "the refusal of Western and Southeastern regions to negotiate for all employees represented by the unions.

A strike vote is currently being taken and results are expected by Oct. 15.

Figures of the Week

1955 Capital Expenditures Now Seen at \$872 Million

Estimates submitted by Class I railroads to the Interstate Commerce Commission now indicate that their gross capital expenditures in 1955 will total \$872.5 million. That would put them about $6\frac{1}{2}\%$ above the 1954 outlays.

This was reported by the commission's Bureau of Transport Economics and Statistics in the September issue of its "Transport Economics." The estimates were submitted by 124 of the 129 Class I roads. The four which did not submit full-year estimates made expenditures totaling \$8 million in the

The bureau's report included the accompanying table which compares available 1955 figures and estimates with figures for 1954.

July Accidents

The Interstate Commerce Commission has made public its Bureau of Transport Economics and Statistics' pre-liminary summary of railway accidents for July and this year's first seven months. The compilation, subject to

revision follows:				
	Mor	nth of	7 mos.	July 1954
Item	1955	1954	1955	1954
Number of train acci-				
dents*	784	629	4.763	4,328
dents* Number of accidents resulting in casual-		0	4,7 00	4/020
ties	4.4	36	244	271
Number of casualties in	44	30	200	4/1
train, train-service and nontrain accidents: Trespassers:				
	100	01	400	480
Killed	108	700	430	453 522
Injured	72	100	440	222
Passengers on trains:				
(a) In train accident				
Killed		-	-	
Isjured	93	33	292	171
(b) In train-service				
accidents				
Killed	-	_	4	
Injured	164	153	949	1,004
Travelers not on train	ns:			
Killed	-		- 4	2
Infored correspond	57	69	494	483
Employees on duty:				
Killed	26	14	137	121
Injured	1,602	1,393	9,849	9,234
All other nontrespass	ers:**			
Killed	89	81	759	771
Injured	342	326	2,959	2,848
Total—All classes of	person	15:		
Killed	223	186	1,334	1,353
Injured	2,350	2,074	14,989	14,262
*Train accidents (most	ly col	llisions	and	derail-
ments) are distinguish	ed fre	om tra	in-servi	ce ac-
cidents by the fact	that	the fo	ermer (caused
damage of \$350 or n	nore t	o raily	way pr	operty
in 1954. Beginning Ja	nuary	1, 19	55, this	mini-
mum was raised to	\$375.	Only (g mino	r part
of the total accident	s rest	It in	casualt	ies to
persons, as noted ab-	ove.			
**Casualties to "Other	nonti	respass	ers" h	appen
chiefly at highway an	ade cr	ossing	s. Total	high-
way grade-crossing o	asualt	ties fo	r all	classes
of persons, including I	both t	resposs	ers and	d non-
frespassers, were as	follow	VS:		
Persons:				
Killed	75	78	686	710
Injured	107	198	1 004	1.904

Railroads announced on September 29. This was a decrease of 3,189 cars, or 0.4%, compared with the previous week; an increase of 108,810 cars, or 15.3%, compared with the corresponding week last year; and a decrease of 684 cars, or 0.1%, compared with the equivalent 1953 week.

Loadings of revenue freight for the week ended September 17 totaled 822,-214 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE F For the week et District Eastern Alleghany Pocahontos Southern Northwestern Central Western Southwestern	REIGHT C/ nded Satur 1955 129,276 156,044 64,530 131,912 145,281 133,822 61,389		
Total Western Districts	340,492	302,072	335,930
Total All Roads	822,214	711,228	823,883
Commodities: Grain and grain products Livestock Coal Coke Forest Products Ore Merchandise I.c.l. Miscellaneous	54,060 11,714 142,891 12,657 47,870 87,762 65,308 399,952	51,382 13,262 118,730 7,181 43,134 61,566 63,371 352,602	51,876 11,952 138,836 12,528 46,390 89,899 70,270 402,132
September 17 September 10	822,214 706,575 794,192 791,977 780,863	711,228 601,525 688,492 676,698 678,624	823,883 710,554 799,080 818,461 817,446
Cumulative total, 37 weeks2	5,469,307 2	23,843,262	27,683,764

In Canada.-Carloadings for the seven-day period ended September 14 totaled 88,726 cars, according to the Dominion Bureau of Statistics.

	Revenue Cars	Total Cars Rec'd from
Totals for Canada:	Loaded	Connection
August 31, 1955	132,003	45,658
August 31, 1954	101,278	34,422
September 7, 1955 .	76,384	29,607
September 7, 1954 .	64,770	24,905
September 14, 1955 .	88,726	30,381
September 14, 1954 .	79,901	23,399
umulative Totals		
September 14, 1955 .	2,801,640	1,139,762
Santambar 14 1954	2 538 333	1.002.813

Freight Car Loadings

Loadings of revenue freight in the week ended September 24 totaled 819,-025 cars, the Association of American

75 78 686 710 197 188 1,994 1,904

People in the News

A. W. Page to Direct **NJ-NY Transit Study**

Arthur W. Page has been named to direct a study of rapid transit in the New Jersey-New York metropolitan area for the Port of New York Authority and the Metropolitan Rapid Transit Commission.

As reported in Railway Age, January 24, page 10, the Port Authority is financing the study for \$500,000 through agreement with the Transit Commission. Objective of the study is a blueprint for a 20-year program to improve rapid transit service between New Jersey and New York.

Mr. Page, who recently headed the Working Group of the Presidential Advisory Committee on Transport Policy and Organization, is a former vicepresident of the American Telephone

ACTUAL AND ESTIMATED GROSS CAPITAL EXPENDITURES OF CLASS I RAILWAYS-1954 AND 1955

Period No.	mber of roads	Road Thousands	Equipment Thousands	Total Thousands
Actual 1954: 1st half 2nd half Year	129	\$154,318 167,202 321,520	\$321,083 177,643 498,726	\$475,401 344,845 820,246
Actual 1955: 1st half		128,788	255,150	383,938
Estimated 1955: 3rd quarter 4th quarter 2nd holf	124	94,973 93,290 188,263	138,249 162,029 300,278	233,222 255,319 488,541
Total: 1955 actual and estimated		317,051	555,428	872,479
Percent of change: 1st half 1955 vs. 1st half 1954 2nd half 1955 (Est.)		- 16.5	- 20.5	- 19.2
vs. 2nd half 1954 Year 1955 (actual and		+12.6	+69.0	+41.7
estimated) vs. 1954		-1.4	+11.4	+6.4



W. G. SCOTT, whose appointment as general secretary of the Railway Association of Canada was announced in Railway Age, September 26, page 11. Mr. Scott, who joined the association in 1951 as its transportation economist, had previously been director of traffic analysis for Trans-Canada Airlines.

& Telegraph Co. As project director for the study, he will have offices at 111 Broadway, New York City.

Rates & Fares

1952 Commodity Rates 14% Above Section 22 Quotes

The Interstate Commerce Commission's Bureau of Transport Economics and Statistics has now calculated that the average level of section 22 quotations in 1952 was about 14% above the corresponding level for commodity rates on "comparable (but not identical) traffic."

The bureau gave this figure in the September issue of its "Transport Economics," noting that there was an "arithmetical error" in its previous statement which put the special government rates 22% above the level of comparable commodity rates (Railway Age, August 29, page 11). The present article also has the 1953 figures, indicating that section 22 quotations in that year averaged 13% above comparable commodity rates.

Tariff Group Issues 16th Progress Report

The Railroads' Tariff Research Group has issued its sixteenth progress report which includes Freight Tariff Improvement Bulletins 92 and 93.

The bulletins prescribe tariff specifications approved at a joint meeting of the railroads' Administrative Committee and the Cooperating Committee of the National Industrial Traffic League, which was held at Chicago, March 22 and 23. The announcement was delayed until special enabling permissions were secured from regulatory agencies.

Bulletin 92 directs new practices for denoting reissued matter in supplements to tariffs. Specifications in Bulletin 93 are designed to improve practices involved in indicating abandonment of stations in rate tariffs.

Ex Parte 175 Rate Case Reaches Argument Phase

The Interstate Commerce Commission was scheduled to begin hearing oral argument October 3 on the railroads' request that the Ex Parte 175 increases of 1952 be made a permanent part of the freight rate structure.

The argument was to follow four days of hearings, held last week to meet requests for opportunity to cross-examine some of the witnesses who had filed verified statements (Railway Age, June 20, page 9). About 120 such statements were filed, but only about 20 of those who filed them were called for cross-examination.

The increases — amounting to a general 15% advance, with some exceptions—are now scheduled to expire December 31. Since authorized, they have been carried by the railroads as surcharges on freight bills.

Organizations

J. L. Cranwell, vice-president of the Pennsylvania, has been elected president of the American Standards Association.

The New York Society of Model Engineers will hold its 26th annual show in its club rooms in the Lackawanna Terminal, Hoboken, N.J., February 10-22, 1956. It will be open to the public, and model builders are invited to display their handiwork in any field of model building.

The National Industrial Conference Board will hold a meeting on atomic energy in industry at the Waldorf-Astoria Hotel, New York, October 26-28. An afternoon session on the first day will be devoted to a panel discussion of the outlook for nuclear rail, ship and air transportation, with General Donald J. Keirn, USAF, chief, Aircraft Reactors Branch, U. S. Atomic Energy Commission, as chairman.

The New York Financial Writers' Association annual "Financial Follies" will be given November 18 in the Hotel Sheraton-Astor, New York City.

List of Meetings & Conventions appears on page 51.

Supply Trade

Joseph H. Parsons, vice-president of the Brake Shoe & Castings Division of American Brake Shoe Company, has retired after 42 years of service with the company.

N. C. L. Brown, engineering assistant to vice-president, sales, General Railway Signal Company, has been appointed manager, transportation research department. George J. Johanek, commercial engineer, has been named commercial manager, and Andrew Langdon, signal engineer, has been made manager of the export department.

John R. Rushmer has been appointed assistant to manager, Railway Equipment Division, Nordberg Manufacturing Company, and Ervin M. Shepard has been appointed chief engineer, with headquarters at the company's main office in Milwaukee. Both have been associated with the engineering department, Railway Equipment Division, since 1948.

Railway Maintenance Corporation has appointed R. E. Bell Company as sales representative for all its track maintenance equipment in the St. Louis and Southwest territory.

Oscar Swallow has been elected president of Zone Company, Fort Worth, Tex., succeeding the late J. F. Canning.

William E. Fowler and Herman J. Spoerer have been elected vice-presidents of Youngstown Sheet & Tube Co. Before joining the steel company in 1939 as general traffic manager, Mr. Fowler had 25 years experience in railroading. Mr. Spoerer, a Sheet & Tube employee for 36 years,



STEPHEN J. FRAENKEL, who has been appointed research and development director of the Standard Railway Equipment Manufacturing Company. He was formerly manager of the propulsion and structural research department of Armour Research Foundation.

was appointed director of industrial relations in 1947.

John P. Borda has been appointed general manager of National Lead Company's Magnus Metal Division, and Edward M. Van Winkle, president of Magnus Metal Corporation, a subsidiary. Both positions have been held by William V. Burley, retired. Mr. Borda has been assistant general



John P. Borda



Edward M. Van Winkle

manager of the metal division, and comptroller and vice-president of the corporation. Mr. Van Winkle, previously with American Steel Foundries as vice-president, eastern sales district, has been made assistant general manager of Magnus Metal Division, in addition to being president of the corporation.

C. George Dandrow has been appointed to the newly created position of vice-president for customer relations, Johns-Manville Corporation, effective January 1, 1956. In his new post, among other things, he will aid company divisions in sales to the transportation industry.

SKF Industries has appointed Phillip A. Carlson as regional manager of its newly created midwestern sales region.

Hertz Corporation has elected



F. H. WILLIAMS, who has been engaged in engineering sales activities with SKF Industries, has been appointed manager of its railway department, at Philadelphia.

Donald A. Petrie vice-president and a member of its administrative and management staff. He was formerly a member of a Chicago law firm.

Henry B. Williams, sales manager of tubular steel products and cold finished steel bars, Joseph T. Ryerson & Son, Inc., has been named manager of sales, New York area. Robert A. Daggit, field representative, has been appointed assistant sales manager for the Chicago plant.

OBITUARY

Joseph B. Ennis, 76, who retired as senior vice-president of the American Locomotive Company in 1946, and who was recognized as an authority on steam locomotive power, died at his home in Paterson, N.J., September 22.

Financial

Hertz Corporation. — Acquisition of Three Companies. —This corporation, parent of the Hertz Rent-A-Car-System, has announced it is purchasing two New York City truck-leasing firms, the New York Truck Renting Corporation and the Storch Leasing Corporation, which operate a combined total of 600 trucks. In another transaction, Hertz has purchased an auto rental and motor livery concern which conducts limousine livery and garage operations in Los Angeles.

New York Central.—Exchange Offer.—This road has announced plans to acquire the capital stock of the Peoria & Eastern and the Beech Creek, both of which it controls and operates. The Central proposes to offer one \$100 short-term bond for each share of the

99,942 shares of P&E stock outstanding and would offer one \$50 short-term bond for each of the 120,000 shares of outstanding Beech Creek stock. The Central and its subsidiaries own more than 50% of the P&E stock and approximately 60% of Beech Creek's shares.

Sacramento Northern.—Reorganization Plan.—Division 4 of the ICC has approved a plan of reorganization for this road. The new capitalization will consist of \$7,500,000 of common stock (75,000 shares of \$100 par) which will be issued to the Western Pacific in settlement of its claims which include first mortgage bonds in the amount of \$5,213,475 and unpaid interest thereon. Claims with priority over the bonds will be paid in cash or assumed by the reorganized company. Claims junior to the bonds and the "old company" common stock (owned by WP) were found without value. The effective date of the reorganization plan will be January 1, 1956.

Wisconsin Central. — Heineman Won't Exercise Option.—Ben W. Heineman, chairman of the executive committee of the Minneapolis & St. Louis, said he will not exercise an option to purchase a "very substantial interest" in Wisconsin Central common shares (Railway Age, September 5, page 16). Mr. Heineman made the announcement several days before the option expired on September 30.

Security Price Averages

		Sept.	Prev. Week	Last Year
Average price of 20 sentative railway	stocks	93.39	98.47	70.49
Average price of 20 sentative railway		97.28	97.90	96.41

Dividends Declared

ATLANTIC COAST LINE.—5% non-cumulative preferred, \$2.50, semiannual, payable November 10 to holders of record October 25.

NORTHERN PACIFIC.—75¢, quarterly, payable October 27 to holders of record October 5.

PITTSBURGH & LAKE ERIE.—\$1.50, quarterly, payable October 15 to holders of record October 3.

VERMONT & MASSACHUSETTS.—\$3, semiannual, payable October 7 to holders of record September 27.

WHEELING & LAKE ERIE.—common, \$1.43 %, quarterly; 4% prior lien, \$1, quarterly; both payable November 1 to holders of record October 14.

New Facilities

Erie.—The new freight-car repair shop to replace the one destroyed by flood waters at Dunmore, Pa., will be in either Hornell, N.Y., or Meadville, Pa. The railroad has suitable property available at both places to build a new shop, which, it is estimated, will cost about \$2,000,000. Detailed studies are being made of both locations.



CONFLICTING VIEWPOINTS on the Weeks Committee report are represented on cover (above) of a booklet distributed by the Monon. Battered railroads, bedeeked with crutch, sling and plaster, see the report as "a good thing" but the rough, tough truck industry protests. The Monon booklet sets up the historic background which led to the Weeks report in humorous but razor-sharp style. It illustrates that regulation of railroads was imposed to control a situation that no longer exists. What railroads want, the booklet shows, is just "a smaller chain" so they can compete with their relatively unfettered competitors. Copies of the booklet have been sent to every newspaper, every traffic club, every congressman, every member of the Weeks Committee, many banks and to 6,500 individual shippers. Cost of preparation and distribution totaled approximately \$15,000.

Briefly ...

of public relations for the Brotherhood of Locomotive Engineers, has "hired out" as a locomotive fireman on the Great Northern to gain "practical operating experience." Grand Chief Engineer Guy L. Brown said the move was part of a program to broaden public relations contacts between carriers and the brotherhood. Mr. Shenefelt, a former newspaperman, has been with the BLE in his present capacity almost four years.

decorated outside to resemble schools, and containing replicas of classrooms of four different periods, have started a five-year tour of the country in an exhibit called "Schoolroom Progress, USA." One car is an old coach and baggage combine; the other, a modern, lightweight car. Henry Ford Museum and Greenfield Village of Dearborn, Mich., and Encyclopedia Americana are sponsors of the "freedom train for education."

Railway Officers

PRR Streamlines Management

Nine new autonomous regions, each with regional manager, to replace present setup; effective November 1

The Pennsylvania's present three regions and 18 divisions will be replaced November 1 by nine newly constituted regions, it was announced last week by James M. Symes, president.

Each new region will be autonomous in operation, Mr. Symes said, except for top coordination and authority. Each will have a regional manager, who will be responsible for production and sales and promotion of transportation, as well as industrial development, in the area served. Some region chiefs will be vice-presidents; others will not.

Regional managers will report to a system vice-president on matters affecting other regions, or the railroad as a whole. Under this vice-president will be a vice-president in charge of transportation and maintenance with system-wide responsibility.

On the president's staff will be a vice-president in charge of freight traffic; another in charge of passenger

traffic; a third in charge of research and development; and a fourth in charge of personnel.

Officers who will fill the new posts are being notified and the railroad is expected to reveal the new assignments "in the near future."

"The plan is somewhat revolutionary, in the railroad industry," Mr. Symes said, "but it is similar in many ways to the new line and staff plans of organization which some of our leading manufacturing companies have adopted in recent years.

"Nearly every officer of the company will be affected, most of them directly, the others indirectly, in the changes of duties and responsibilities which are the heart of the new plan."

The new regions will have headquarters at New York, Philadelphia, Baltimore, Buffalo, Pittsburgh, Cleveland, Cincinnati, Chicago and Indiananolis

ASSOCIATION OF AMERICAN RAILROADS.—James N. Sites, manager of News Service of the A.A.R. at Washington, D.C., resigned, effective September 30, to become associate editor of the Whaley—Eaton Service in Washington.

BANGOR & AROOSTOOK.— Fred B. Lunt, assistant to vice-president—sales at Bangor, Me., has been appointed regional vice-president—sales at Presque Isle, Me. A photograph of Mr. Lunt was published in Railway Age February 14, page 47.

CANADIAN NATIONAL.—Harry J. Nevin, manager, tour and convention bureau at Montreal, has been named assistant general passenger traffic manager, succeeding Arthur P. Lait, who has been appointed manager, convention and special traffic bureau. Robert Simmons, manager, department of tours, has been named manager, passenger sales. Victor E. Eke has been appointed assistant to manager, passenger sales.

C. Reginald Boggs, traveling pas-

C. Reginald Boggs, traveling passenger agent at Boston, Mass., has been appointed New Zealand traffic manager at Wellington, New Zealand. William H. Neale, traveling passenger agent at Seattle, Wash., has been named assistant Australian traffic manager at Sydney, Australia.

Leo J. Henderson, superintendent road transport (bus), Central region at Toronto, has been appointed general manager, Department of Road Transport at Montreal, succeeding Francis A. Gaffney, whose promotion to vicepresident and general manager of the Grand Trunk Western at Detroit was noted in Railway Age September 19, page 68, Albert H. Ball, superintendent of traffic and transportation, has been named assistant general manager, Department of Road Transport.

Andrew T. Mathews has been appointed special assistant, personnel, traffic department at Montreal. Mr. Mathews has been serving as personnel assistant and co-ordinator of the 1955 CNR Management Training Course at Bishops University, Lennoxville, Que. (Continued on page 50)



BURLINGTON.—R. G. Johnson, assistant superintendent, Chicago division at Chicago, who has been appointed superintendent of terminals at Kansas City, Mo. (Railway Age, September 12, page 66).

Spot, Plug, and Tack-Weld

with the new SIGMA SPOT-WELDING process



- * Joins metals up to 1/4-in. thick
- * Adds filler metal automatically
- * Welds from one side of the joint
- Shields weld area with inert argon gas
- * Operates on Constant Potential power supply

Spot, plug, and tack-weld with one torch. With sigma spot-welding you can make strong spot welds quickly on lapping metal sheets up to ½-in. thick, plug and tack-welds on metals up to ¼-in. thick—and you need access to only one side of the weld joint. Use it on carbon, galvanized, or stainless steel, and copper-base alloys.

It's easy to use. Position the "muzzle" of the watercooled torch and squeeze the trigger—the machine does the rest. A consumable wire electrode is fed into the weld area as filler metal. Inert argon gas protects the weld from the air. You can make up to 10 welds a minute, with a completely automatic welding cycle.

Constant Potential adds to efficiency. Sigma spotwelding equipment operates on constant potential power supply to give you the benefit of simplified controls, sure starting, and precise are voltage. Weldcratering and wire-sticking are eliminated. Welds are smooth and consistently uniform.

Your local LINDE representative will be pleased to give you booklet F-8778 and more detailed information on the sigma spot-welding process.

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MORE PASSETTER RESULT OF COOL, COMFORTABLE CARS.

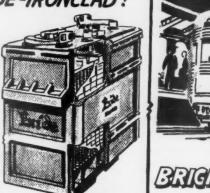
WHEN OLD SOL POURS ON THE HEAT, DEPENDABLE EXIDES KEEP PASSENGERS COOL AND HAPPY. DURING EXTREME HEAT AND LONG STATION STOPS, POWERFUL EXIDE-IRONCLADS KEEP EQUIPMENT FUNCTIONING, WITH COMPRESSORS RUNNING STEADILY. IRONCLAD AIR CONDITIONING AND CAR LIGHTING BATTERIES GIVE YOU HIGH UNIFORM VOLTAGE, EXCEPTIONALLY LONG LIFE, AND LOW COSTS. THEY ARE YOUR BEST POWER BUY-AT ANY PRICE!



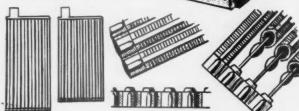
INTRODUCING... THE NEW EH EXIDE-IRONCLAD!

TO SET A NEW STANDARD FOR RAILWAY PERFORMANCE EXIDE INTRODUCES AN ALL-NEW ENGINEERED AND FIELD-TESTED CAR LIGHTING AND AIR CONDITIONING BATTERY. THE NEW EH -

- . DELIVERS 100% CAPACITY INITIALLY!
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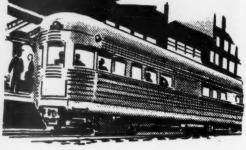




YOU GET MORE POWER FOR A LONGER TIME!

10% LONGER PLATES POWETHYLENE SLOTTED IN THE SAME SPACE TUBES, AND SEALERS NON-OXIDIZING PLASTIC GIVES

GRIDS WITH SILVIUM THIS NEW EXIDE NON-CORROSIVE ALLOY GIVES HIGH PREVENTS SHORTS! ... LONGER LIFE!



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EXIDE-IRONCLAD BATTERIES KEEP PASSENGER CAR LIGHTS BRIGHT AND STEADY ... KEEP CARS COMFORTABLY AIR CONDITIONED. DEPENDABLE EXIDE-IRONCLADS ARE AVAILABLE IN SIZES AND CAPACITIES TO MEET ALL AIR CONDITIONING AND LIGHTING REQUIREMENTS.

WRITE NOW, CALL YOUR EXIDE SALES OFFICE FOR SPECIFICATIONS OF THE NEW EH. TEST TO YOURSELF, YOU'LL FIND THE NEW EH EXIDE-IRONCLAD IS YOUR BEST POWER BUY -AT ANY PRICE!

Exide INDUSTRIAL DIVISION, The Electric Storage Battery Company, Philadelphia 2, Pa.



Mr. Railroad Executive America's Railroads

(EIRSIIAW)

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Briefly, our function in the railroad field will be to lease roadbed and trackwork equipment — any type, make or model of equipment — which you may need, and which you may prefer to lease instead of purchase outright.

A variety of lease plans are available. If you are interested in leasing trackwork maintenance equipment, we have the machines and the plans which will best serve you.

Meanwhile, we're looking forward to seeing you personally and to telling you more about our company.

Very truly yours,

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Whatever your roadbed and track machinery needs may be, lease from Kershaw!

- BALLAST REGULATORS
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MONTGOMERY, ALABAMA



THE NEW D7, D8 and D9

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The new 286-HP CAT* D9 Tractor

Choice of torque converter or oil clutch drive. First track-type tractor with Turbocharger. Completely new 286-HP engine. "Live-shaft" drive for rear-mounted equipment. Many other important features.

The new 191-HP D8

With torque converter (Series D). With exclusive oil clutch drive (Series E). Completely new 191-HP engine. "Live-shaft" drive for rear-mounted equipment independent of flywheel clutch. New easy-working controls. Many other improvements.

The new 128-HP D7 Series C

Gear-type balancer gives six-cylinder smoothness. New 128-HP engine. Drawbar pull now 28,700 lb. maximum. New starting engine for simpler, easier operation. Track shoes hard-ened by "water quench" process. And many other important advances.

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They're big news because they give you greater power and better performance than ever before.

The D9 and D8, for example, give you your choice of torque converter or exclusive oil clutch drive so you can best match your machine to your own job requirements.

All three give you features like one-piece framesteering clutch case assemblies, and track shoes specially hardened by a new "water quench" process which means longer shoe life.

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Better be sure you get all the news about the new D7, D8 and D9. Call your Caterpillar Dealer today. Or mail the coupon below.

-EXAMPLES OF CATERPILLAR

LEADERSHIP IN ACTION

Caterpillar Tractor Co., Peoria, Illinois, U. S. A.

CATERPILLA MAIL TODAY! THE NEW D9, D8 AND D7

CATERPILLAR TRACTOR CO., Peoria, Illinois, U.S.A. I'd like all the big news about the new D7, D8 and D9.

Address

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October 3, 1955

RAILWAY AGE

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Manually, Mechanically, or Electrically Operated



For maximum protection, permanence, long life, and convenient, timesaving operation, most people, today, choose a good, poweroperated rolling steel door. No other type of door can match their compactness in operation . . . the vertical roll-up action of the door curtain occupies no usable space either inside or outside the opening—and, there are no overhead tracks or other obstructions to interfere with material stacking or crane handling adjacent to door openings. A quick-opening, quick-closing Mahon power-operated Rolling Steel Door will save valuable time and valuable space in any type of opening. In addition, Mahon Rolling Steel Doors are permanent—their all-metal construction assures a lifetime of trouble-free service, and provides maximum protection against intrusion or fire ... they require less maintenance, too, because, when the door is open, the interlocking steel curtain is rolled up above the opening safe from damage. When you select a Rolling Steel Door, check specifications carefully . . . you will find extra-value features in Mahon doors—for instance, the galvanized steel strip, from which the interlocking curtain slats are rolled, is Bonderized and dip-coated with synthetic enamel which is baked on at 350° F. prior to rollforming. You will find other important Mahon features in both design and materials that add up to a greater over-all value. See Sweet's Files for complete information, or write for Mahon Catalog G-56.

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Sales Engineering Offices in New York and Chicago
Representatives in Principal Cities
Manufacturers of Rolling Steel Doors, Grilles, and Automatic Closing Underwriters' Labeled Rolling
Steel Fire Doors and Fire Shutters; Insulated Metal Walls and Wall Panels; Steel Deck for
Roofs and Partitions; Permanent Floor Forms, and Electrified Cel-Beam Floor Systems.



Eight Mahon Power Operated Rolling Steel Doors installed in track openings of a Diesel Icocomolive service shop, in addition to these, five Mahon Automatic Underwriters' Labeled Rolling Steel Fire Doors ore installed in openings of interior walls. Rock Island Lines, Archis, and Engra, S. N. Nielsen Co., Gen. Contrs.

MAHON

"You Get Extra Battery Performance -





THANKS TO GOULD FIELD ENGINEERING SERVICE!"

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Your Gould Field Engineer's one job is to see that you get maximum service from your batteries. He is factory-trained to instruct your own men as to correct maintenance

routines and to help set up a simple record system for anticipating battery needs.

There's a Gould Field Engineer in your area. He's as near to you as your telephone. Call him. And when you see him, ask him for the new Gould Plus-Performance Plan material for your battery maintenance staff.

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Batteries

GOULD-NATIONAL BATTERIES, INC.
TRENTON 7, N. J.

"BETTER BATTERIES THROUGH RESEARCH"

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him to give you the specialized assistance you are looking for when it comes to scales, pumps, electric motors, diesel engines, rail cars, generating sets and other specialized railroad equipment. Fairbanks, Morse & Co., 600 So. Michigan Avenue, Chicago 5, Illinois.

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TAIL CARS AND BANKOAD EQUIPMENT . DIESEL LOCOMOTIVES AND ENGINES . ELECTRICAL MACHINERY . PUMPS . SCALES . WATER SERVICE EQUIPMENT . MAGNETOS



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• Look under "The Youngstown Sheet and Tube Company" in one of these alphabetical or classified phone books.

They represent the 28 conveniently located district sales offices Youngstown maintains across the country. Offices staffed by men who know the steel business. Men who know and understand your steel problems. Men who are qualified to help you get the specific steel you need.

When you want answers to steel problems in a hurry, just call the Youngstown office nearest to you.



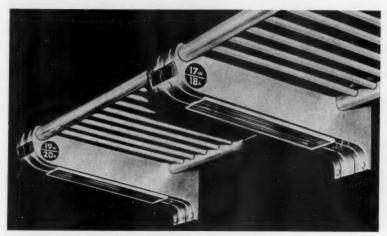


THE YOUNGSTOWN SHEET AND TUBE COMPANY Carbon, Alloy and Yoloy Steel

General Offices Youngstown, Ohio District Sales Offices in Principal Cities.

SHEETS - STRIP - PLATES - STANDARD PIPE - LINE PIPE - OIL COUNTRY TUBULAR GOODS - CONDUIT AND EMT - MECHANICAL TUBING - COLD FINISHED BARS - HOT ROLLED BARS - WIRE - HOT ROLLED RODS - COKE TIN PLATE - ELECTROLYTIC TIN PLATE - BLACK PLATE - RAILROAD TRACK SPIKES - MINE ROOF BOLTS

What's New in Products



ILLUMINATED SEAT NUMBERS on ends of overhead luggage racks make it easier for passengers to locate re-

served coach seats. Numbers are visible from either end of a car. Adams & Westlake Co., Elkhart, Ind. •



New Fork-Lift Truck

A new 3,000-lb capacity electric powered fork truck, the builder's Model F-45T3, is of the center control sit-down type, and lends itself for use in narrow aisles and confined areas.

Overall length, including forks, is 109 in.; width is 35 in. The truck is available with 68 in. full initial lift type uprights for use in low headroom areas, and 83 in. low initial lift uprights for high stacking jobs. Hydraulic lift and tilt is

Among other features, the truck has an improved cowl design for better driver visibility and "dead-man" control on the operator's seat which sets the brake and cuts off travel current when the operator leaves the truck.—Elwell-Parker Electric Company, Cleveland •



Self-Propelled Shovel Crane

A new %-cu yd, 6-ton capacity, self-propelled shovel-crane, Bantam CR-35, has a turning radius of 19½ ft, which is reported to make it extremely maneuverable when working in tight quarters with heavy loads. The crane has a two-speed independent travel which is said to allow the operator to work the upper-deck machinery and travel at the same time. The brakes and the steering mechanisms are hydraulically controlled.

Model CR-35 is delivered complete with counterweight, outriggers and standard 25-ft crane attachment. It is reported that interchangeable attachments, such as clamshell, dragline, shovel, trench hoe, magnet, grapple, pile driver and backfiller, can be quickly applied to provide all-job versatility.

The machine has a wheel base of 112 in. Its overall length, height and width are 173¼, 96 and 125 in. respectively. Ground clearance is 15 in. Schield Bantam Company, Waverly, Iowa ●

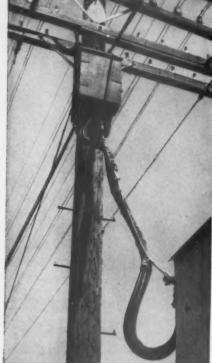
Chemical Cleaning Compounds

Low toxicity, high flash point, and noncorrosive properties are features of this series of solvents for railroad maintenance. Safe-Tee solvent FO 128 is a substitute for carbon tetrachloride. It is reported that this preparation will not attack insulation or damage delicately machined surfaces.

FO 106 is a solvent emulsion type cleaner for exterior car cleaning and the degreasing of locomotive parts, engines and shop pits and floors. FO 106 is diluted for use. Heavy-duty cleaning and degreasing are done with FO 116. Underbodies, running gear and surfaces subjected to heavy oil, asphalt and other stubborn accumulations are cleaned with this material. A hot-dip carbon remover, FO 102, was developed to remove binding gums, oils and other surface deposits from pistons, piston rings, fuel pumps and engine assemblies. Fine Organics, Inc., 211 East 19th st., New York

On the Feather River Route of the Western Pacific.

These Okonite-Okoprene Signal Cables installed on Western Pacific right-of-way are continuously exposed to





WESTERN PACIFIC selects OKONITE SIGNAL CABLES for all-weather dependability

The Western Pacific Railroad, in company with over 100 Class I railroads, relies on Okonite-Okoprene cables for dependable, all-weather service on their signal systems. On the San Francisco-Stockton Division, Western Pacific uses Okonite-Okoprene multiple conductor signal cables as laterals from track to signals. This is another example of the vital jobs capably handled by Okonite cables in railroad service.

Okonite insulation, made of natural Up-River Fine Para Rubber, has proved itself in service for over 75 years. It is always vulcanized in a

continuous metal mold to assure a uniform cure. Perfect centering of the conductor is assured by the strip-insulating process. Okoprene, an ex-clusive Okonite neoprene formulation, protects the cable against weather extremes, alkalies, moisture and acids, as well as mechanical damage and most oils.

Okonite cables have proved them-selves in service under the most difficult operating conditions for every important railroad use. Write for Bulletin RA-1078 for information on Okonite cables for railroad use to The Okonite Company, Passaic, N. J.





TE insulated cables

Business Has Vital Stake in Weeks Report

If a man were attacked by a dangerous and complex disease, and hoped to be cured, which of two alternatives would he be wise to pursue:

(1) Should he seek the best medical advice he can find and follow it?

(2) Or should he, after getting the doctors' advice, get hold of a microphone at a ball game and ask the crowd to tell him whether to obey the doctors or take an aspirin pill instead?

Such questions sound silly. But, then, just how smart is Uncle Sam in the way he is going about trying to get cured of his transportation trouble? The doctors in this case are the President's Cabinet Committee on Transportation—or, anyhow, the "working group" which in the committee's behalf examined the patient, diagnosed his trouble, and prescribed a course of treatment. There can be no question among people sufficiently informed to be entitled to an opinion that this "working group" constituted as competent and objective a set of diagnosticians and therapists in this area as is ever likely to be found. Then why should there be any delay in accepting their diagnosis and in getting on with the treatment?

The answer is, of course, that, in America, where pressure group politics get into the picture, it is the practice to resolve questions involving the national welfare merely by what is, in effect, a show of hands. It may be an issue of poverty or wealth for millions, or even of life and death, but that makes no difference. If a great mass of uninformed voters can be induced to "turn the heat" on Congress, past experience indicates that clamor from the voters, rather than the still small voice of fact, will decide the issue. Look what happened recently to proposed federal highway legislation.

In Canada and Britain, they handle these complex issues more realistically. When such questions arise, the government appoints a "Royal Commission" of recognized experts to examine the facts and to recommend a solution. When a Royal Commission comes along with a definitive report, Parliament usually enacts its recommendations into law with a minimum of debate and amendment. In 1954 a Royal Commission sat on the question of "agreed charges" by Canada's railways.

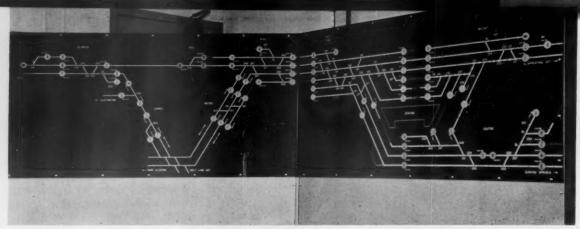
This is a question just as complex, as controversial and as important as the questions dealt with in our Cabinet Committee's Report on Transportation. The Royal Commission presented its "agreed charges" report in February of this year and by June its recommendations were enacted into law by Parliament, with only slight amendment.

The caliber and performance of the "working group" for the President's Cabinet Committee is as close an approach as anyone could ask to a Royal Commission, on the Canadian or British pattern. The only difference is that, here, we're so reluctant to take the advice of the experts. With us, the same involved technological questions that the "working group" experts seriously pondered have now, in effect, got to be put up to the nation's entire electorate—and Congress will probably be bombarded with demands to decide the issue, not on the basis of what the experts recommend, but rather by the weight of political pressure that propaganda can engender.

If we built bridges—not according to the designs of engineers but according to the designs of propaganda artists—most of them would collapse. If propagandists rather than experts in aerodynamics designed our airplanes, aviation would not have advanced much beyond the Kitty Hawk stage. But that's the procedure being followed to determine national transportation policy—a problem that's just as vital and as involved and as technological, and which requires just as much specialized skill, as designing a bridge or an airplane or curing an advanced case of hypertension.

As an advocate of the railroads, this paper could point out a lot more deficiencies (from our viewpoint) in the Cabinet Committee Report than things to say in its favor. But the question is not—or should not be—one of how well the report pleases or displeases the railroads, or the water lines, or the truck operators. The real issue, rather, is how you proceed to resolve these complex economic questions in what is otherwise, in most respects, an enlightened country.

Courts of law frequently make mistakes. Nevertheless, few people would doubt that they offer a better means of settling disputes over property than by requiring the litigants to fight their case out with fists or firearms. We believe that respectable business opinion should support the Cabinet Committee Report on transportation—not necessarily because of agreement with the findings, but because it is sheer suicide for business, or any other group of conscientious citizens, to fail to support the *method* by which these findings were arrived at.



THIS ILLUMINATED TRACK DIAGRAM is 10 ft from . . .

THE READING HAS DEVELOPED . . .

A New Compact Control Machine

... FOR CONSOLIDATED INTERLOCKING

Small compact machine is within arm's length of control operator—A separate track diagram panel used for indication lamps to show aspects displayed by signals, position of switches, routes lined up and track occupancy

When the Reading was planning consolidation of eight interlockings in Reading, Pa., an important objective was to obtain a machine, manufactured to Reading requirements, by which an operator could manipulate all the controls without leaving his chair, rather than walking along a machine of the conventional type.

This consolidation project is of the all-relay type including the entrance-exit system of controls. The switches are lined up and the signal for a route is cleared merely by pushing two buttons on the console control panel.

The first button represents the signal or entrance point at which the train will enter home signal limits, and the second button represents the location where the train will leave those limits.

The entrance-exit system of controls has been on the market for a number of years, and numerous interlockings using this method of control have been installed. Up to the present, the control machines have each consisted of a large illuminated diagram including not only the entrance and exit control buttons but also illuminated symbols to represent signals, and engraved track lines with indication lamps to repeat track occupancy, switch position and routes lined up. If this arrangement had been used to construct a control machine for the interlocking consolidations now under way and proposed at Reading, the machine would have totaled perhaps 52 ft or more in length.

When faced with this problem, the chief signal, electrical and communications engineer of the Reading hit on the idea of placing only the control buttons on a compact console or desk-type machine, while a larger, more remote track diagram has panels which include the lamps which repeat signal aspects, track-occupancy, switch position and track line-ups. Plans and experimental cardboard "mock-ups" of the panels and diagrams were made and, with the cooperation of the

engineers of the General Railway Signal Company, the equipment was designed and manufactured.

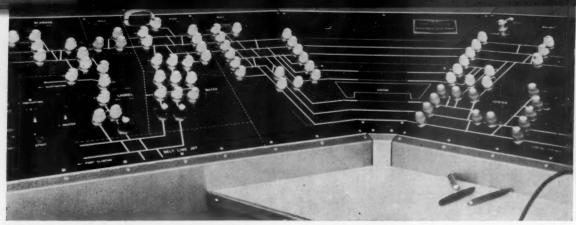
The buttons on the control machine are made of colored plastic with letters inserted in the center, each interlocking distinguished by using color. The letters and colors correspond on the console and remote modelboard, so the operator can easily associate operation and movements between these two points. This permits the use of small panels arranged in a semicircle to form a console, all sections of which are within arm's reach of a man seated at the center.

The sections of the control panel are on a slope of 30 deg, the length up the slope being 18 in. This is sufficient area for the groups of control buttons for the eight different interlockings to be placed somewhat like their respective geographic locations. One section of panel 28 in. wide at the bottom and 18 in. high up the slope includes 8 buttons for the Blandon interlocking; 3 for Hill; 6 for Laurel; 6 for Water; 10 for Pike; and 16 at Oley—a total of 48 signal buttons.

The next panel includes 13 signal buttons for Walnut and 13 for Centre. Thus eight interlockings, including a total of 26 single switches, 27 crossovers and 78 home signals, are controlled from signal buttons mounted on 56 in. of panel length, measured along the bottom. When the present project, including the eight interlocking machines, is completed, only about half of the console panels will be in use. The other panels, now blank, are reserved for control of other interlockings in this same general area.

Manipulation Is Easy

The manipulation of this control console is simple. The buttons are arranged so they are to be pushed in for normal operation, pulled out to cancel route, turned up for fleeting movements, and turned down for restrict-



THIS NEW CONTROL MACHINE is the console type with all buttons within arm's reach.

ing or follow-up moves. Any button will serve either as an "entrance" or an "exit" button, depending on the direction for which the signal is to be cleared over an established track line-up.

If any approaching train is to enter an interlocking such as Walnut at "C" and depart at exit "M", the operator pushes the buttons "C" and "M" in succession. When button "C" is pushed to initiate the route, the opal light in the barrel of the button flashes. Lights will also flash in the buttons of all available exit points. When button "M" is pushed, the lights in buttons "C" and "M" change to steady burning opal. Flashing lights in all the other available exit points go out. When the route is completed, the light in button "C" changes to steady burning red, while the light in button "M" remains steady burning opal.

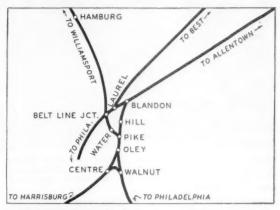
The second feature of the Reading idea is the large illuminated modelboard showing the track diagram. It consists of several sections, each 2 ft high and 4 ft wide, mounted on pedestals 29 in. high, in a semicircle, the radius of which is 10 ft from the operator's chair.

The surface of the modelboard panel is non-reflecting black, on which 1/4-in. engraved white lines represent the track layout, including crossovers, switches and symbols indicating signals. In these white lines are red lamps which light when corresponding sections of track are occupied by trains, and opal lamps to indicate the route lined. In the portion of the diagram which represents each turnout or crossover, there are switch repeater lamps. When a line-up is being established, these switch repeater lamps are flashed opal at the rate of 40 times per min. When the switch is operated to the position called for and is locked, the lamp changes to steady burning opal and, along with the opal route lamps, forms a point-of-light indication to show the route lined up. When a signal clears, the normal red indication lamp in the symbol for the signal is extinguished, and a green lamp is lighted.

When the train accepts and passes the signal, the indication lamp in the signal indication changes from green to red, the red track occupancy lamps light and the opal route lamps extinguish as the movement of the train progresses through the home signal limits. On the console control panel the lights in the entrance button and exit button are also extinguished when the train passes the signal.

At the left end of the console control panels there is a special panel on which are mounted the test buttons which are for individual control of switches when a maintainer is cleaning and testing switches.

The first phase of this project was undertaken at Wal-



EIGHT INTERLOCKINGS are to be controlled from the one new machine at Oley.

nut interlocking, where a 10-lever mechanical machine was replaced by electric switch machines and searchlight signals controlled from the new control machine. The new installation is in Oley Tower, a new concrete building just north of the tracks and west of the outer passenger station at Reading. This phase is now complete. The second phase will include (1) necessary track and signal changes at Belt Line Junction, and (2) installation of power switch machines and signals, with code and traffic control equipment, at Blandon and Laurel, at the two ends of a new low-grade freight cutoff, and at Hill, which is the new end of single-track traffic controlled operation where second track was removed between Hill and Blandon. The final phase will include Pike, Centre and Oley, to complete the project, with all controls centered in Oley tower.

Some track changes, including the installation of longer crossovers, are to be made in some of these track layouts. This track work and the interlocking construction work are being coordinated and programmed so that the entire project, with all the eight interlockings controlled from the one new push button machine, should be completed within the coming year.

This interlocking project was planned and is being constructed by Reading forces under the direction of G. B. Blatt, chief signal, electrical and communications engineer, the major items of code and interlocking equipment being furnished by the General Railway Signal Company. Circuit engineering is by J. E. Hillig, signal and communications engineer, and construction work is under supervision of E. L. Rogers, supervisor of signals.

Repacking PRESENT	081	QUESTION EACH STEP
DESCRIBE THE OPERATION SHEET, With wheelfarrow— transport of old and new waste. The waste accusted present	THE WORKING COM- D. TIONS MATARES BICESSIVE WALKING NUMBER OF MEM ETC	WHY IS IT NECESSARY! SUMMATE. WHERE SHOULD IT SE DONE! PLACE. WHEN SHOULD SO IT SELECTION HOS SHOULD SO IT SELECTION. HOW IS THE SEST MAY! SHAPLIFY
Ramore packing from	wheelbarras	
wheel to other side	over tracks	
Remove packing from	approx 8 min	
wheel to strage room	1150 ft.	Someone else?
Unload old packing		Would buckete be easier to handle?
Clean whalberrow	approx.	Could load be
Load new packing	Id man.	who?
wheel to car	1150 ft.	How about delivery
. Pack journale	one side	Is correct amount put in each box?
wheel to other side	approx /min	
	4 boxes	
move to next can	approx. soufe	
Pack journals Move to next can	4 boxes side	

PRESENT: A sample methods improvement sheet shows the step-by-step breakdown of a journal repacking job. The supervisor describes the work, and raises some questions on methods.

BREAKDOWN THE OPERA	TION	QUEETION EACH STEP
Emore and repark from unit londinera state each eter briefer	INDICATE DISTANCES TIME WORKING CON- DITIONS MAZARDS. RECESSIVE WALKING, NUMBER OF MEN STC.	WAY IS IT NECESSARY! ELIMINATE. WHERE SHOULD IT SE BONE! SEQUENCE WHEN SHOULD IT SE BONE! SEQUENCE WHO SHOULD SO IT! REASSION. HOW IS THE SEST WAY! SMPLIFY.
Remove packing from	8 minutes	
Walk to other side	& minute	How about one man each side?
Remove packing from	m into bucket	
	use packing	delivered te(20 min.)
Pack 4 journals wash to other side of car	in tuck	te (20 min.)
Pack 4 journals		
whek to next car.	500 ft.	
produ	ctive work	- 90%
non prod	uctive work	- 10%

PROPOSED: The proposed improvement, while still questioned, already shows fewer steps and a big drop in "non-productive" work. That's how methods improvement is

Creating New Attitudes on EJ&E

Chicago road's supervisors are questioning their work patterns to spot bottlenecks, waste and inefficiency

The letters SBQDI are helping create a new frame of mind on the Elgin, Joliet & Eastern.

They stand for five words: Select, breakdown, question, develop and install; and these five words are the key to a new and systematic approach to methods improvement on the railroad.

Simply put, methods improvement means finding better ways to do work. And the EJ&E has set itself a goal in this respect. The road's management is endeavoring, via a thorough-going training program, to instill in the mind of every supervisor a questioning attitude toward his job.

It is believed that such a program will pay off in better and safer work practices, and in improved service to the road's customers.

Since the first of the year the EJ&E has schooled some 400 of its personnel—those whose responsibility includes the direction of others—in the technique of spotting bottlenecks, wasteful practices, unsafe and difficult working conditions and inadequate use of equipment. Nor is spotting alone considered enough. The program has put equal or greater emphasis on follow-through, on doing something about a situation once a weak spot is uncovered.

Methods improvement, as practiced on the EJ&E, is not a new duty for supervisory personnel. Rather, it is an integral part of work supervision. While the program was "kicked off" with special training classes, the rewards have come after the classroom doors were closed. More than 400 proposals for improvement have been advanced on the EJ&E, mostly from line supervision, in the past six months. Many of these have already been placed in effect.

A big factor in maintaining high interest in the program is the attitude of management. Supervision down the line knows recommendations will be received in good faith.

If a proposal is turned down—a job reserved to department heads only—an explanation is forthcoming. Intermediate supervisors, on the other hand, are urged to install at once any changes they approve which fall within their scope of authority.

Planning and development of the methods improvement program on the road was handled by the Industrial Engineering Department, headed by Vern M. Christensen.

The initial training-class phase of the program took this form: Class material, consisting largely of case studies, was all keyed to the SBQDI formula. Instructors were selected—an agent, a diesel supervisor, a trainmaster and a track supervisor—and given a month's training. Classes were scheduled, limited to 15 men each, at several points on the railroad. In setting up the classes, effort was made to mingle personnel from all



A TYPICAL GROUP at one of the SBQDI training sessions. Classes were held at various points on the railroad, and extended over a 7-week period.

departments in order to bring about the widest possible exchange of views.

The complete methods improvement training course was fitted into five two-hour class sessions. Using all forms of visual aids—movies, charts, film slides and transparencies—the course focused attention on the suervisor's need to question systematically every job under his jurisdiction.

As a guide to this systematic approach, the supervisors were trained to:

- Select the job to be improved
- · Break down the job and get the facts
- Question each step
- · Develop an improved method
- Install this improvement

This type of material was introduced to begin the training classes; and it set the stage for the detailed study of case examples that followed. These cases, developed on the property for class use, ranged widely—from locomotive servicing to packing journal boxes. Specific situations were analyzed to show the systematic approach in action. The first four class sessions were devoted to this type of material.

Each class participant, meanwhile, was asked to develop a project of his own, and the final two-hour class was left open for discussion of these proposals.

During the training course the participants were first introduced to the "methods improvement work sheet." This form, embodying the SBQDI apparoach, has become commonplace on the EJ&E since the initial training classes were completed. As noted earlier, more than 400 methods improvement projects have been initiated on the railroad in the past six months.

The value of systematic methods improvement, the EJ&E management feels, can be manifold. For one thing, it tends to reduce the effect of conditions which restrict



PRESIDENT T. D. BEVEN has taken an active personal role in the Methods Improvement program. Narrating a sound and color movie used in the training program, he said: "This is not a one-shot, hit-or-miss program—it is a continuous day-in and day-out effort to improve our methods of operation."

technical and economic advancement because it directs the knowledge and experience of supervision toward finding better ways to use existing facilities.

As was pointed out in the EJ&E classes, the continuing results to be obtained from large capital expenditures by the railroad will be no better than the methods by which operations are performed.

"This modern equipment is not self-operating. Its use is planned and performed by people and its effectiveness is determined entirely by how it is used."



A REVENUE PRODUCING rail-truck distribution center has replaced the Western Maryland's no-longer-needed Hillen passenger terminal in Baltimore. This general view, taken before construction was quite complete, shows:

(1) New distribution warehouse No. 1; (2) new distribution warehouse No. 2; (3) old Hillen station, still occupied by some railroad offices, which may eventually be replaced; and (4) new passenger station.

Western Maryland Finds a Way

... TO MAKE MUCH OUT OF LITTLE

- PROBLEM—What to do with a centrally located, but no longer needed, passenger terminal?
- SOLUTION—Turn it into a revenue producing freight-handling center

What to do with a sizable piece of strategically situated property, once devoted to handling now-vanished passengers, is a question faced, with some individual differences in detail, by many railroads. How one railroad solved its own particular variation of that general problem is illustrated by the Western Maryland's conversion of its historic but no-longer-needed Hillen station in Baltimore into a traffic and revenue producing freight distribution center.

Fifty years or so ago, when the WM participated in through sleeping car service between Baltimore and Chicago, and when it carried solid trainloads of passengers between Baltimore and vacation resorts in the Blue Ridge mountains, Hillen was a busy and important passenger terminal. Now, however, traffic has dwindled to a point where it can be handled by two trains a day each way; and, of the four, only the inbound morning and outbound evening commuter runs do any substantial volume of business. Hillen, in other words, had outlived its usefulness as a passenger terminal.

Its eight and one-third acres are located, however, in almost the exact geographic center of Baltimore, in the heart of the city's wholesale district, and only a few blocks from the downtown business section. The property, in short, is far too valuable and much too well located to lie fallow—to be sold—or to be inefficiently used.



PASSENGERS NOW USE this building, small in size but new and modern in construction. As shown in another picture, its location, about two blocks south of old Hillen station, is slightly closer to the business district.

The solution which the Western Maryland adopted was to remove the former passenger tracks and platforms, and to construct in their place two large, modern, fire-proof distribution warehouses, divided into bays. These bays, in turn, have been rented to jobbers and whole-salers who receive incoming freight in carload lots by

rail, and distribute it from the rented warehouse space in smaller lots, by truck, to Baltimore city and vicinity.

The larger house (No. 1) is 600 ft long by 72 ft wide, outside dimensions, and is divided into four bays of equal size, each containing approximately 10,500 sq ft of unobstructed floor space. The smaller house (No. 2) is 520 ft by 72 ft, and has three bays, of about 12,000 sq ft each.

Between the two houses are three tracks, connected by crossovers; the three tracks hold approximately 35 cars, of which 18 can be worked simultaneously at the two houses. On the other side of each house is a paved truck area 33½ ft wide.

Construction Functional, Economical

Both houses are of identical construction, with concrete foundations; concrete floors; concrete block sidewalls to a height of four feet above the foundations; corrugated metal siding above that point; and corrugated metal roofs on steel supports. Access to rail cars is through 10-ft by 10-ft Kinnear rolling overhead doors, weather protected by 4½-ft roof overhangs, at 60-ft intervals along the track side of each building. For truck loading similar 8-ft by 8-ft doors are placed every 20 ft on the truck side of each building, where there is a continuous 10-ft roof overhang.

Lighting is provided by skylights and by 52 drop fixtures in each bay. Ventilation, in addition to that obtainable through any open doors, is by roof fans. Divisions between bays are concrete block walls, pierced by metal firedoors. Both buildings, despite completely fireproof construction, are fully sprinklered to protect their contents.

Each bay has, in one corner, a walled-off area, 21 ft by 13 ft, for office space, and two separate toilets and lavatories. Otherwise, the floor space is completely open and unobstructed. The floor—six in. of reinforced concrete on solid fill—is heavy enough to permit use of lift trucks or other mechanized materials handling equipment. Inside height of bays at sidewall eaves is 16 ft.

Passengers Still Provided For

Ends of the two buildings are set back 60 ft from the old Hillen station building, which is still standing. This space, plus that occupied by the old building itself, is being reserved for possible future expansion.

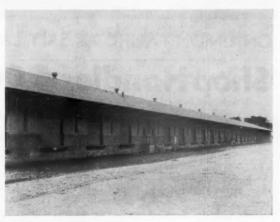
Passengers are being accommodated in a small, but new, building. Located south of the old Hillen station and of the new warehouses, it contains a ticket office, waiting room and toilet facilities.

Cost of the entire warehouse project was approximately \$531,000, paid out of current funds. The WM expects that this capital cost, plus operating costs and taxes on the new buildings, will be covered by rentals paid by the jobber tenants. Thus, any and all freight traffic which the new distribution center generates for the railroad will be "clear gravy."

The work was carried out under the general direction of F. L. Etchison, chief engineer of the WM. Kirby & McGuire, of Baltimore, was general contractor, while steel work on the larger warehouse was handled by Carew & Co., York, Pa., and on the smaller house by the Luria Engineering Company, of New York.



THE TWO NEW DISTRIBUTION WAREHOUSES, completely fireproof, are served by three tracks holding about 35 cars. Weather protection during unloading is provided by roof overhangs above the 10-ft overhead doors.



TRUCK LOADING DOORS, eight feet wide, are closely spaced, and protected by a continuous overhang. Stairs provide access to office spaces in interior bays. The 33½-ft-wide truck area between house and street had not been paved when this picture was taken.



INTERIOR BAYS—four in one house and three in the other—have unobstructed floor areas, strong enough to allow use of lift trucks. Walls between bays are of concrete blocks and have fireproof doors, but buildings have automatic sprinklers to safeguard contents.



ON UNION PACIFIC AT SALT LAKE CITY . . .

Shop Handles 4,000 Diesels Monthly

Inspection and servicing of locomotive fleet in addition to present heavy repair of 6 diesel engines and units a month

While the new diesel locomotive servicing and repair shop of the Union Pacific at Salt Lake City, Utah, has been in use for a number of months, it was officially opened with the usual appropriate ceremonies August 2, as reported in the August 1 Railway Age, page 5. As a matter of fact, some of the facilities, including a mechanical washer and two large outside cleaning tanks, are not yet installed, and a few new machines in the wheel shop are just being put in operation.

The shop, constructed at a cost of about \$6 million, is under the general jurisdiction of Elgin Hicks, operating vice-president, and D. S. Neuhart, general superintendent of motive power and machinery. Immediate supervision is exercised by E. L. Neeley, mechanical superintendent, and J. J. Carroll, newly appointed shop superintendent at Salt Lake. The shop is designed to handle all classes of maintenance and repairs from light servicing to complete heavy shop overhaul of diesel motive power units and gas-turbine electric locomotives.

The present shop output is 4,000 units inspected and serviced monthly and in addition six diesel units, including the engines, are given heavy repairs each month. With the shop in full production, employing a force of about 400 men with an annual payroll of \$1,300,000, it is anticipated that the output will be stepped up to 20 heavy repair diesels a month in addition to normal daily attention to a large number of units.

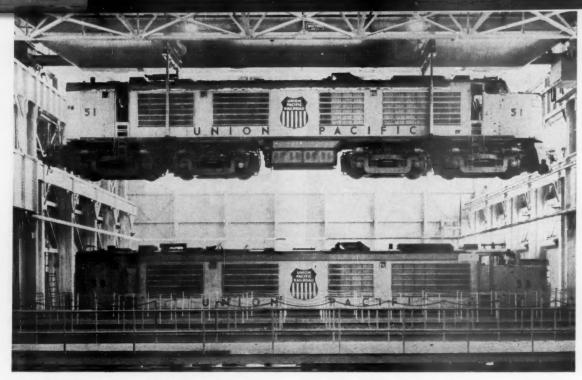
Salt Lake City was selected as the site for Union Pacific's major diesel repair shop because of the city's central and strategic location on the railroad and its excellent labor market, which permitted construction of



SERVICING AREA of the new shop includes sanding towers and service pits for light servicing and fueling diesel and gas turbine locomotives.

the shop by the company's own engineering department under the direction of W. C. Perkins, chief engineer, and R. M. Brown, Salt Lake district engineer. Construction started December 27, 1951, with all work in charge of Resident Engineer W. N. Stockton, utilizing the personnel of the company's own engineering and maintenance-of-way departments.

Preliminary work consisted of driving more than 3,200 piles 35 to 50 ft in length to support the building



GAS TURBINE LOCOMOTIVE being moved from one track to another by Whiting 270-ton traveling bridge crane.

and heavy machinery foundation in the silt-type soil. (All UP buildings in this area of Salt Lake City are constructed on piling.) More than 2,000 tons of structural steel were used and 1,600 cu yd of concrete. Principal materials included reinforced concrete, concrete blocks, glass blocks, structural steel and aluminum siding.

The main shop building, 424 by 162 ft, extends in a general north-south direction and houses four raised tracks with elevated platforms for heavy diesel unit repairs. It also includes the wheel shop, stores department, tool room, parts repair and cleaning rooms. A 324 by 80 ft wing just west of the main shop has three tracks with raised platforms and is devoted to running service repairs. A 264 by 102 ft wing extension on the east has a heavy repair bay, also two engine overhaul bays, an electric shop and the general office. The total floor area is 144,000 sq ft and the shop building covers 2.8 acres.

There are five different roof elevations in the plant ranging from 32 to 77 ft. The shop is served by five traveling bridge cranes, one Whiting 270-ton crane in the heavy-repair bay, and four Northern cranes of 35, 20 and 10-ton capacities in various departments.

The 270-ton crane can safely lift the largest UP diesel unit and the even heavier gas-turbine locomotive, which is 83½ ft long and weighs 275½ tons. To permit its installation a section of the building had to be left unroofed until the crane was erected.

The Whiting 90-ton drop table for removing complete trucks from under diesel units presented a special problem in construction. The ground water level in the area is just six feet down and the drop pit had to be designed to take care of buoyancy as well as trucks. It was built with sufficient weight to overcome the buoyancy.

The Standard wheel-truing machine, installed in one track of the main shop building in October 1954, cost \$135,000 and has already proved its value. In the first nine months of multiple-shift operation, this machine was used to restore the standard tread and flange contour of 2,500 pairs of diesel wheels without removing them from the locomotives. A single pair of wheels can

U P SALT LAKE DIESEL SHOP FEATURES

Approximate cost of new facilities—\$6,000,000. Exceptional size—144,000 sq ft of floor area. Air-cooled radio-directed crane cabs.

Lift trucks directed by 2-way radio from shop office. Largest locomotive handling crane in the West (Safely lifts 275-ton gas-turbine unit).

Large reflective-type color sign (96 ft 9 in, long by 24 ft high).

Uses modern 90-ton drop table to remove trucks. Equipped to true wheels while under locomotives. Has automatic air filter washer-oiler machine. Electric power supplied by underground cables. Shop equipped with loud speaker system for paging.

be retrued, if necessary, and the unit returned to service

in 1½ hours or even less.

Cleaning various locomotive parts constitutes a major operation in any diesel shop and the UP Salt Lake shop is well equipped in this respect. One of the newer machines is a Farr automatic air filter washer with ingenious roller conveyors moving filters to the drier and oiler at the rate of 60 an hour.

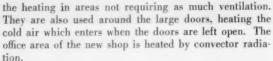
Heating Arrangements

The new shop heating system consists chiefly of unit heaters. In the shop areas, large industrial-type unit heaters, made by the American Blower Corporation, bring in 100 per cent fresh air. In cold weather this air is brought to the final temperature of 110 to 115 deg F to furnish fresh air for the building. There are 43 of these units in the new structure, each bringing in 14,000 cfm of air and each having a heating capacity of 1,640,000 Btu. (In comparison, each heater would be large enough to heat 15 or 16 average-size homes.)

There are also 57 vertical discharge unit heaters, made by the Trane Company, which are used to supplement

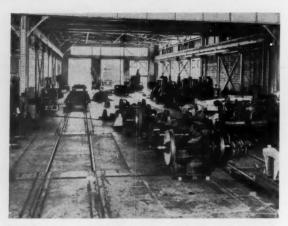


RUNNING REPAIR section of the new shop. Blower exhaust hoods are clearly shown.



The convectors are Trane Company wall-type with sloping tops. All heating controls are of the Johnson Service Company pneumatic type.

No general heating circulation system is set up, the heating being sectionalized. In areas where large amounts of air are drawn out, heating is concentrated to make up for the loss. Steam from a boiler plant already in operation is carried into the building to the unit heaters, whence heat is directed by motor-driven fans into each section. Because of the necessity for frequent opening

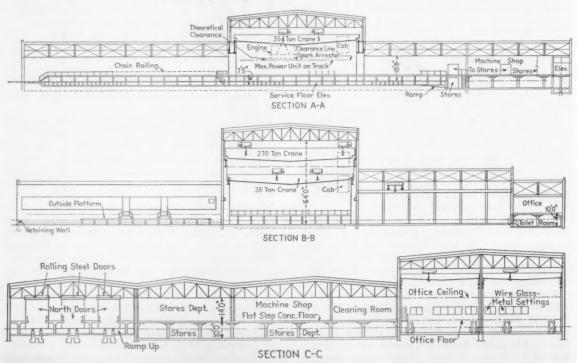


TRUCKS are overhauled here and traction motors changed. Drop table top makes part of the shop floor.

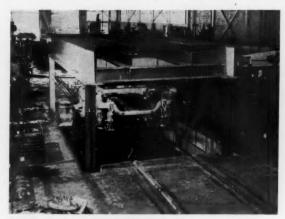
of the shop doors and use of ventilators, the building is not air conditioned. The winter temperature will be kept at 65 to 70 deg F.

Ventilation System

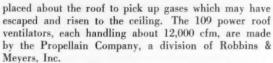
Primary consideration was given to ventilation of the building because diesel exhaust gases are highly toxic when concentrated. In order to assure quick exhaust of these gases, a series of hoods equipped with blowers are placed over each diesel unit service track. The roof ventilators attached to the hoods pull the gases up and out of the building as fast as they are expelled from the diesel units. The blowers may be operated singly or in banks. Other ventilators not connected to the hoods are



CROSS SECTIONS of the diesel shop which has five different roof elevations from 32 to 77 ft high.



WHITING DROP TABLE bringing a diesel truck up to the level of the truck shop floor.



In connection with ventilation, it was found that the diesel engine exhaust gas and overhead heat made conditions so bad for operators of the 270-ton and 35-ton cranes in the heavy repair and running service bays as to necessitate operating 30 to 100 per cent of the forty 3-hp ventilating fans in this area continuously. The resultant noise level interfered with the radio and public address system, so the cabs of these two cranes were enclosed with plywood and glass and equipped with General Electric 3/4-ton air-conditioning units and Motorola



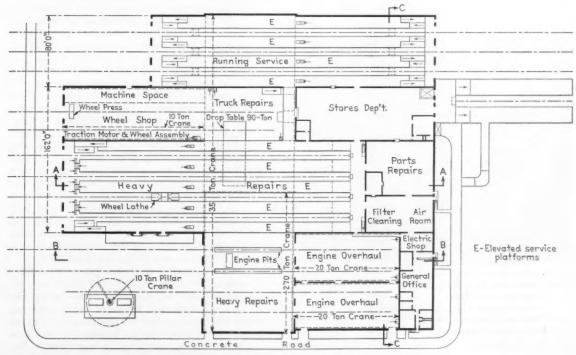
STANDARD WHEEL-TRUING machine being operated from a push-button control panel.

walkie-talkie equipment for taking cab signals from the crane director on the shop floor. The result is much reduced use of ventilating fans with attendant power saving, lower noise level, and safer overall operation.

Other Equipment

Special service lines go into each 11-ft platform from which the diesel units are serviced. There are 13 lines, three for water, two for oil, electricity and other needed supplies. The outlets are located conveniently so mechanics may make quick attachment to the line needed. There is also access under each track to facilitate servicing.

All electric power is brought into the building underground and then distributed for various needs.



THE UNION PACIFIC'S SALT LAKE diesel repair shop covers 2.8 acres.



AIR FILTERS, coming out of Farr washing machine, are upended to go through dryer to oiling unit.

Outside the shop, special sanding equipment permits sanding a 4-unit diesel on each of four separate tracks simultaneously.

A special water-treating plant supplies water for Vapor steam generators. No painting is done in the shop.

One feature of the shop designed to save steps and speed work is provision for storerooms on both levels. Items used primarily on the lower level are in the lower store and those used by mechanics on the upper level in the upper

Another machine- and man-hour saving device is the Motorola two-way communication equipment installed on three portable lift trucks, three Chore Boys, one service truck and one diesel locomotive crane. A radio transmitter in the shop foreman's office enables a clerk to act as dispatcher for all of this important material-handling equipment to make sure it gets where it's needed in the shortest possible time.

MAJOR MACHINES IN SALT LAKE CITY SHOP

- 1 Standard wheel-truing machine
- 1 De Laval oil Puri-Filter unit
- *1 Paxton-Mitchell Model-240 wheel-washing machine
- *1 Yale 6,000-lb capacity electric fork-lift truck
- 1 Rogers 600-ton capacity wheel press
- 1 Westinghouse Type 4-C air brake test rack
- 1 Magnaflux RTLL inspection unit
- 1 Magnaflux RC-1925 Magnaglo inspection unit
- 1 Cincinnati-Bickford 5 ft radial drill
- 2 Cincinnati-Bickford 4-ft radial drills
- 1 Chambersburg 75-ton capacity bushing press
- 1 Bullard Model-75 Cut-Master vertical turret lathe
- *2 GE No. 17 engine load resisters
- 1 Betts heavy-duty hydraulic-feed car wheel borer
- *2 Elwell-Parker 6,000-lb electric platform crane trucks
- *1 Yale 8,000-lb capacity electric fork lift truck
- 1 Farr air filter washer-oiler machine
- 13 GE battery chargers
- 2 Crane air brake lapmaster machines
- 1 Niles 52-in. wheel lathe
- 1 Lucas horizontal drilling and milling machine
- 1 Monarch engine lathe
- 1 Niles side-head boring mill

Benchmarks and Yardsticks

There's no subject more interesting to rail-road men—judging by the many letters we get from them—than information on how to improve management's effectiveness and employee performance. If there's any more heartening evidence of the fundamental health of the railroad industry than this, your reporter cannot guess what it might be. People of goodwill, whether in the ranks or on the management side, ascribe honorable intentions to most of those on the "other side;" and are intent upon a closer understanding with them.

Some (not all) union publications would give the uninformed reader the impression that the same "class conflict" exists between managements and employees on this continent which prevails in some of the more highly socialized countries overseas. Actual contact with unionists—on the railroads, at least—shows that this attitude, if it exists, is far from dominant. We know unionists who are just as rugged advocates of what is known as "capitalism," as any managers could very well be.

There are any number of railroad officers, from top to bottom, too, who are just as zealous for the welfare of railroad empyloyees as the union leaders. These management people may not have the same enthusiasm for high hourly wage rates that the unionists have—but, when it comes to equally important concerns such as safety, or educational opportunities, or courteous treatment or security of employment, made possible by efforts at traffic development, these officers are as proemployee as they could be.

The supposed fence which separates employees and the boss has a lot of vigorous vines extending from one side to the other. These vines aren't all roses—there are a lot of thorns on them, too; but the growth, on the whole, is a healthy one.

These observations are not made in a spirit of complacency, but quite the contrary. A foundation exists for human development on the railroads—education, performance improvement, "putting the round pegs into the round holes"—which is far larger than the structure which has yet built on this foundation. With this existing foundation, in a relatively few years, a far more effective corps of railroaders could be built—if intensive, conscious effort were made in that direction.

To "upgrade" physical plant it's usually necessary to discard the old and install new. To upgrade personnel, the kind of new people that come in is important of course, but a great deal may be accomplished in this direction also by improved dealing with the incumbents. And a lot of encouraging activity is stirring in this area.

J.G.L.

^{*}Located adjacent to shop

ALGOMA CENTRAL IS . . .

Making Steam Automatically

In Sault Ste. Marie, Ont., it is not uncommon to experience 30-below-zero temperatures during the winter. This is the southern end of the Algoma Central & Hudson Bay, and the location of its main shops and offices. It is here that the Algoma Central relies on five Vapor Clarkson steam generators to supply steam to heat 3,313,000 cu ft of shop and office space and up to 20 passenger cars on the ready track.

Controls have been installed with these five oil-fired, package-type steam generators to make a completely automatic steam plant. This plant has been installed in a corner of the diesel locomotive shops to replace older coal-fired boilers. From 800 to 15,000 lb of steam can be produced hourly to meet the widely changing steam load. In the summer 800 lb of steam per hour at 80 psi is sufficient for steam cleaning locomotive parts and filters in the shop. During the winter up to the 15,000-lb capacity is needed to heat the shops, offices and coaches.

A master control turns one, two, three, four or all five of the steam generators on or off as needed to meet the changing steam load of the shops. On a cold winter morning, when it is 20 or 30 below zero, four or five steam generators may be used to heat the shops. When the sun comes out and the temperature rises, one or two of the steam generators may be turned off by the master-control, then on again when the temperature drops—both operations being done automatically.

How Conversion Was Made

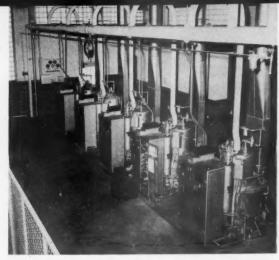
After the old boilers were removed, along with the coal and ash handling equipment, the boiler room section of the diesel shop building was rebuilt, using large sections of glass block brick. A 4,000 Imperial gallon (4,800 U.S. gal) oil-fuel tank was bricked in at floor level with oil pipes leading from the larger tanks in the yards. A 3,000 Imperial gallon feed water tank was fabricated in the shop and placed at floor level next to the fuel tank.

All water, fuel-oil and blow-down piping to the five steam generators installed in front of the fuel and water tanks was placed in a drain trough trench behind the units. A metal grating covers the trench.

Steam from each unit goes into an 8-in. steam header (about 8 ft above the generators) from which the steam pipes for the different shop buildings are taken off. Steam is carried from the generators to the header through a 2-in. pipe with an expansion arch.

It was not necessary to build an expensive brick chimney. Instead, a steel exhaust stack rises from each steam generator and extends about 5 ft above the roof. The exhaust stacks do not have to rise high in the air to create a draft because the steam generators have forced draft blowers.

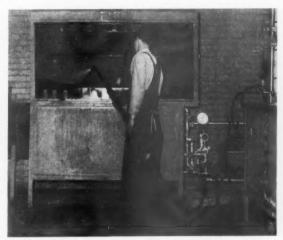
A vacuum pump on the heating system returns all



FIVE STEAM GENERATORS replace former coal-fired steam plant. They supply steam to make compressed air, for steam cleaning, and for heating shops and offices.

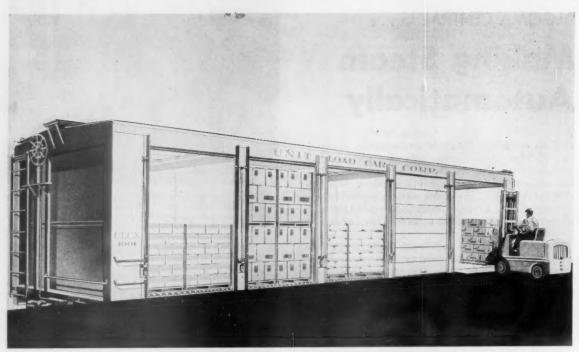


THE AUTOMATIC STEAM PLANT fits into one corner of the diesel shop. Steam generator exhaust is discharged only a few feet above the shop roof.



CLEANING OPERATIONS and shop heaters are supplied with steam at 80 psi. Office and coach heating is done with 50 psi steam.

steam condensate in the system to the feed water tank, except the steam used to heat the 12 to 20 passenger cars outside and the steam used for hot jet cleaning All feed water is zeolite treated.



THIS CAR is designed to make loading and unloading as simple and fast as with a flat bed truck and tarpaulin.

You Load This Car in Minutes

Up to five lift trucks can be used simultaneously in loading International Steel's model box car which has garage-type overhead doors and five interior compartments to simplify loading and reduce damage in transit

An entirely different type of box car will be demonstrated in Chicago on October 11 at the Calumet Industrial District Company's warehouse. The demonstration will feature what is termed a unit load car, and the all day "cost reduction clinic" will include a demonstration of loading and unloading it—either of which procedures its designers believe can be completed in about ten minutes. Exact time will depend on how near the lading is to the car and how many lift trucks use used (up to five at a time can be employed).

The primary feature of the car is ten overhead garagetype doors, five to each side. These doors provide a 7½ ft by 9¼ ft opening into either side of five compartments. These five interior compartments are formed with permanent bulkheads and each has a floor area of 69 sq ft.

These compartments and the pallets designed to be used within them are sized so that four palletized loads fit snugly within each space. Standard 48 in. by 40 in. pallets are used, and the lift truck can go straight in and out without maneuvering. The compartment itself is 7½ ft by 9 ft. The overall design thus not only simplifies the loading chore but helps reduce damage in transit in two ways.

First the load can only shift a very small distance and

therefore does not attain very much speed before coming into contact with the bulkhead, thereby reducing the impact substantially. Second, because the load is divided into five groups, the force acting upon the edge of the load that bumps the bulkhead is only one-fifth as great as if the entire car load of goods rammed against one end.

As additional protection against swiching or road impacts the car also has a new draft gear with a 36-in. pocket developed by W. H. Miner. Known as the RF75-M, the gear has $4\frac{1}{2}$ -in. travel in place of the ususal $2\frac{1}{2}$ in. It is capable of absorbing 75,000 ft-lb of impact energy, which compares to about 28,000 for a friction gear and 38,000 for a combination friction and rubber gear.

Further protection for lading is provided in 48 banding anchors in each compartment for odd sized loads or for loads that are felt to require extra securing.

New Materials Explored

The overhead garage doors permit a 9 ft 4 in. clear height. The doors are flush on the inside so that lading does not jam against them and make opening difficult. (Continued on page 42)



FREE BOOKLET! There's much more of interest to the DF story, for both railroads and shippers.

Write today for your copy of this informative brochure to Evans Products Co., Dept. E-10, Plymouth, Michigan.

YOU LOAD THIS CAR IN MINUTES

(Continued from page 40)

The door on only one side of each compartment can be open at a time as both roll up on the same overhead track.

Each door has seven panels of sandwich construction with the center made of expanded Styrofoam. On either side of this is plywood which is protected from the weather and other damage by Fiberglas impregnated with a special plastic. Special rubber gaskets seal the hinged space between the seven panels as well as around the bottom and tops of the doors and along both sides.

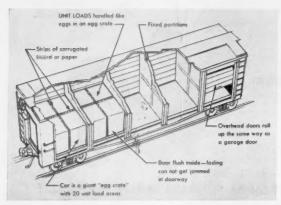
Expanded Styrofoam is also used in the ceiling, the floor insulation, the bulkheads and the ends. In the ceiling, the foam is sandwiched between the steel car skin and plywood covered with plastic-impregnated Fiberglas.

Clamps spot-welded to the ceiling contain a special adhesive to secure the foam in place. The floor insulation is a Styrofoam-plywood sandwich. The bulkheads and ends have a similar construction with the sandwich attached to a steel framework by an adhesive.

The four bulkheads which divide the interior of the car into five compartments have 9-in. thick walls with 9-in. channels as the main structural members. The door track is in a recess between the channel and the 9-in. wall. An entire door including all its hardware weighs but 147 lb. These bulkheads carry lading forces only. Their strength was not taken into consideration in designing the overall structure's resistance to external forces. This structure exceeds AAR requirements without the bulkheads.

Features of the Structure

The unusual design of these cars has been termed a "diagonal-less truss" by International Steel, the builder of the cars. In general the side sills carry the vertically imposed load while the center sill takes the horizontal loads. The center sill is a standard 41.2 lb AAR Z-section, while the side sills are a 24-in. wide flange I-beam of Tri-ten alloy. The latter are of fishbelly design to give added strength toward the center of the car to take



THIS COMBINATION of $7\frac{1}{2}$ -ft wide overhead garage-type doors, special pallet arrangement and the use of fork lift trucks can load box car in 10 minutes.

care of the naturally greater load in that area. A double flange plate holds the corner post to the underframe and to the top.

An interesting feature of the car, which is equally adaptable to conventional equipment, is International Steel's one-piece steel casting incorporating the center plate, the bolster center filler and the rear draft lugs. This design is stronger than the typical three-piece riveted construction. It also gives a more accurate center plate height, eliminates broken center plates and fits the center sill better because all clearances are filled up as it is welded in place.

May Buy 3,000 at \$12,500

If the car shows up well in service tests—which are already under way—the Unit Load Car Corporation will place an initial order for 3,000. The corporation hopes to acquire government approval for fast amortization of the order, and has already made financing arrangements through Kidder, Peabody & Co. Cost of the unit-load car, in production, is estimated at \$12,500.

Frank Cheshire, railway sales manager for International Steel Car Company, is president of Unit Load Car Corporation. Chairman and Treasurer is Addison Brown, who heads the Calumet Industrial District Company. Unit-Load will lease these cars, which are classified as an "RB" type, and, as such, carry a rate of 3.5 cents per mile. Pallets will come back in the car at no addition in cost as the car is operated under lease at a mileage rate. In fact, the pallets are considered as the floor of the car.

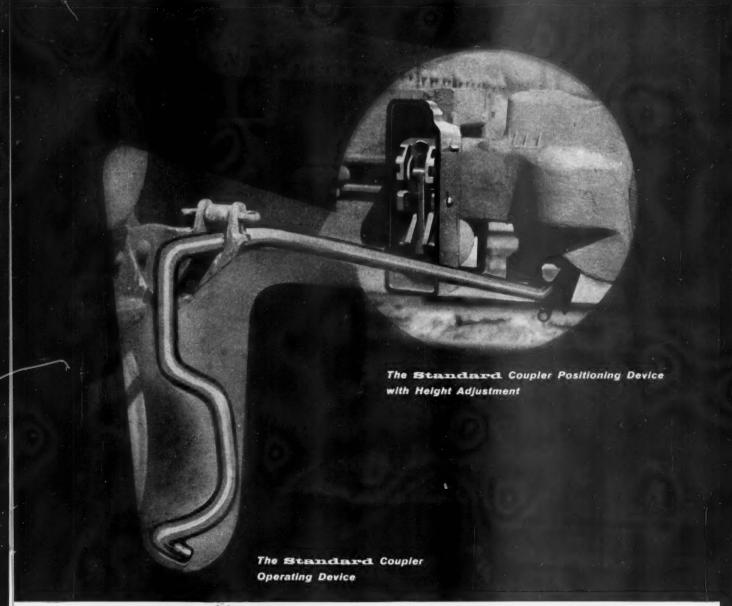
The Calumet Industrial District Company, a huge food warehouse firm, has developed a system of palletized handling of packaged foodstuffs. Manufacturers are provided with wooden pallets, and once the packages are placed on the pallets they move that way from factory to warehouse to destination. This type of volume operation lends itself to mechanized handling at all points, which, in turn, pointed to the need for a unit-load box car. This need led to designing and building the new unit-load car.

In addition to swift loading and unloading, other features of the car are these: It aims at minimizing loss and damage, and the elimination of dunnage and loose devices for securement of lading. The permanently placed bulkheads are provided with band anchors, for use if required in securing lading against shift. It was the desire to cut damage, as well as speed up handling, that resulted in building this type of car. The designer believes that the use of the car for unitized lading will cut per-ton handling costs by as much as 90%. At the same time, the car offers the usual box car protection against pilferage or the weather.

Cleaning the car is also expected to be handled easily because of the all-white interior. Walls and ceilings are faced with polyester impregnated Fiberglas cloth, while the lading floor is extruded aluminum. Drains are included for hosing out.

Nominal capacity of the car is 55 tons. Lightweight is 57,600 lb and the load limit is 111,400. Coupled length of the car is 48 ft 5¾ in. Height and width dimensions conform to all AAR clearance requirements. The car operates on ASF A-3 trucks with Timken roller bearings and one-wear steel wheels.

they make a nice couple



These two **Standard** Railway products are perfect partners for precision railroading. The positioning device eliminates coupler shank wear, prevents broken knuckles and break-intwos; the operating device—an advanced design,

safer than ever before (brakemen cannot use it for a step) makes coupling easier and faster. Both products are examples of Standard Railway tradition—designed to save, simplify, promote railroad profits!

Standard RAILWAY EQUIPMENT MANUFACTURING COMPANY

GENERAL OFFICE: 4527 Columbia Avenue, Hammond, Indiana New York • Chicago • St. Paul • San Francisco

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MANUFACTURERS OF—Standard Improved Dreadnaught Ends—The Standard Diagonal Panel Roof — Standard Metal Floor Protectors — Standard Coupler Operating Device — Standard Positioning Device with Coupler Height Adjustment—and The Standard Wheel Truing Machine.

The Engineer's Field Report

Calol Filter Coat

Milwaukel R.R.

Special adhesive coating increases efficiency of filters up to 50%



THE MILWAUKEE ROAD has used Calol Filter Coat on impingement-type car body and engine air intake filters since 1953, when it was first available to railroads. It proved completely superior to previous oils on these filters, increasing efficiency up to 50%—according to the District Diesel Supervisor. To service the great number of filters in use, the company installed a special production line. Coating process starts with steam and chemical cleaning of filters, then dipping in heated Calol Filter Coat (above). After draining 15 min-

utes, filters are placed in drying ovens. Calol Filter Coat gives complete protection not only against heavy dirt and dust, but grit from sanding. Even under these adverse operating conditions, Calol Filter Coat did not drip off screens, but maintained its high wicking ability, and kept dust and grit out of engines.



FREE CATALOG: "How to Save Money on Equipment Operation", will be sent on request to Standard Oil Company of California, 225 Bush St., San Francisco.

FOR MORE INFORMATION about this or other petroleum products, or the name of your nearest distributor, write or call Standard Oil Company of California.

Why Calol Filter Coat ups efficiency of air filters



Will not drip off screens— / gives full filtering efficiency through entire service period.

Easily applied and cleaned.

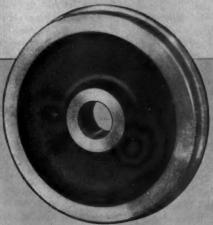
High wicking ability—quickly soaks dust particles.

STANDARD OIL COMPANY OF CALIFORNIA, San Francisco 20 • STANDARD OIL COMPANY OF TEXAS, El Paso THE CALIFORNIA OIL COMPANY, Perth Amboy, New Jersey • THE CALIFORNIA COMPANY, Denver 1, Colorado

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Edgewater

Rolled Steel Wheels

Edgewater Steel Company PITTSBURGH, PA.

makers of

Draft Gears



Rolled Steel Tires



Rolled Steel





Pictures Courtesy of Canadian Pacific

IN 10 YEARS, MAYBE 5 . . .

Passenger Policy Will Be Set

Either by positive action or default, longrange decisions by management are imminent, professor tells passenger officers at AAPTO meeting

t seems to me that most railroad managements have not attempted to establish a long-range policy goal for passenger business; but I believe this decision will be made within the next ten years.

"If it is not made in a considered, marketing and costoriented fashion, it will be made via the 'back door' of continued piecemeal decisions, nibbling away at service, price and promotional policies which together add up to a policy of gradual abandonment."

This comment, from a man who has spent the past year studying marketing practices in railroad passenger service, was offered to members of the American Association of Passenger Traffic Officers during the organization's centennial meeting September 22-24 at Quebec.

James E. Parks, assistant professor of research in the Business Administration School of Harvard University, told AAPTO members that by any of three yardsticks—market share, sales now vs. sales in the past, or profitability—"your industry is in serious trouble."

"I share the opinion expressed by many of you," he said, "that the next ten years, and possibly the next five, will provide an answer to what is going to happen."

The railroads must either fix on a significant segment, or many tiny segments, of the passenger business that "I WONDER if your companies have not borrowed too many of your policies, methods, procedures and attitudes from the freight departments, and too few from the soap companies," said James E. Parks, assistant professor of Research, Harvard University, Mr. Parks speech on marketing problems highlighted AAPTO's business session.

can be served at a cost consistent with break-even or profitable operation, or else the present "downward spiral" will continue, possibly at an accelerated rate, the speaker declared.

Mr. Parks is a member of the two-man team which has been working full time for the past year on marketing and costing problems in railroad passenger service. Dwight Ladd, also an assistant professor of research at the Harvard Business School, is the other member. The team has had advice in its work from a committee consisting, in part, of railroad passenger officers.

"There are encouraging signs that railroad management is moving in on this problem," Mr. Parks told the passenger officers at Quebec. New trains which promise lower operating costs; upgraded equipment for branch-line service; the vigorous abandonment of losing service; more effective organizations to manage the passenger business; and changing price levels are all a part of the picture, he said.

In spite of these things, however, some "negative factors" remain, Mr. Parks added. Among these, he said, are the apparently inconclusive experiments on pricing. "There's little interest in throwing off the shackles embodied in the uniform rate per mile," he said.

Turning specifically to marketing problems, Mr. Parks suggested that rail passenger officers must develop some new concepts because, as he put it, "information regarding markets, sales, competitors' activity, etc., lies at the heart of our entire marketing and production operation."

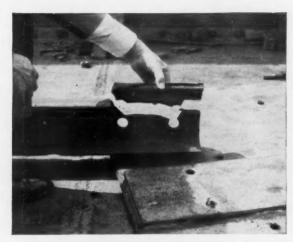
Passengers Are Different

Railroad passenger service, he said, is "radically different" from the freight business. Passenger men have millions of patrons or prospective patrons, while there are only "a few thousand" customers for freight service; freight customers are generally well known but passengers are not; prospective passengers seldom make their wishes known to the carrier while freight customers often do; and passengers, unlike buyers of freight service, cannot be regarded as "well-informed, rational buyers whose actions are predictable by logical reasoning."

Mr. Parks told of the thoroughness with which such firms as soap manufacturers seek information about their markets and their customers. They use every conceivable source of information, and spend sizable sums every year just to keep track of their products at the retail level. Even then, he said, they have to use a lot of guesswork in arriving at answers.

"Railroad companies, however, have elected generally to carry on marketing activity without making use of the relatively new tools and approaches so necessary for sound decision making," he added. Only "insignificant sums" have been spent on market research, and the industry has made only limited use of concepts for measuring sales potentials and market shares, he said.

"An even bigger handicap," he continued, "is the absence of adequate records of what you have sold and are selling now." Mr. Parks said records are kept in the



Corrosion fatigue caused this rail end failure. NO-OX-ID prevents these hazards.



Rail base eaten away by brine drippings. NO-OX-ID protective coatings prevent this deterioration.



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OUTGOING PRESIDENT Fred H. Baird, assistant vicepresident, New York Central, hands over the gavel to his successor, James B. Sharpton, passenger traffic manager, Atlantic Coast Line.



NEW AAPTO OFFICERS posed in the exhibit room with Albert Cotsworth, Jr. (left), the organization's official Keeper of the Archives. Heading AAPTO as it begins its second century are, left to right, J. N. Findlay, vice-president; President Sharpton; B. D. Branch, secretary-treasurer, and R. T. Anderson, chairman of the executive committee.

manner "most useful to the ICC, and not for making marketing decisions."

The concept of the "market" is often couched in terms of Train No. 1, or in coach vs. first-class travel, he said. He suggested that a better basis would be to think of any road's "market" in terms of travel service between pairs of cities. This kind of market is measurable, he said, and usable information about it can be gathered easily with modern tools.

While it is true, he added, that railroad problems are more complex, and differ in many respects from those of a consumer goods manufacturer, these factors merely emphasize the greater need for market research work. He said a budget of \$300,000 to \$750,000 a year will "buy a lot of information" about past sales, future prospects and how best to handle the selling job.

The September 22-24 meeting of AAPTO marked the

100th anniversary of this oldest of railroad organizations. A special exhibit was prepared, highlighting the association's past achievements, and portions of the program were fitted to this special occasion.

James B. Sharpton, passenger traffic manager of the Atlantic Coast Line, was elected president of the association for the coming year, succeeding F. H. Baird. Other new officers include J. N. Findlay, passenger traffic manager of Furness Withy & Co., vice-president; and R. T. Anderson, general passenger traffic manager, Santa Fe, chairman of the Executive Committee. B. D. Branch was reelected secretary-treasurer.

During the Quebec business sessions, AAPTO members endorsed an idea through which the Pullman Company, in cooperation with the several territorial passenger associations, may conduct specific tests to see if sales habits and practices of ticket sellers can be improved. Initially limited to one city, this test would be supervised by Pullman's advertising agency.

J. J. Alms, reporting on developments and improvements in train service and equipment, reminded AAPTO members that as plane and auto travel continues to grow, railroads are not making proportionate gains.

"Yet," he added, "the present era has seen startling developments and the shape of things to come makes an interesting report." Mr. Alms, who is general passenger traffic manager of the Burlington, described the various "new" trains now being built and said such trains, with low initial and maintenance costs and operating between large terminal cities at reduced fares "undoubtedly can be successful."

Meanwhile, he pointed out, interest in luxurious streamlined equipment continues. Dome cars, which have had a very favorable influence on traffic, continue to increase in type and popularity.

The vast amount of equipment now on order or acquired recently "certainly demonstrates management's confidence in the future of our passenger service," Mr. Alms declared. "I do not think we are going out of the passenger business, not by a long shot," he added.

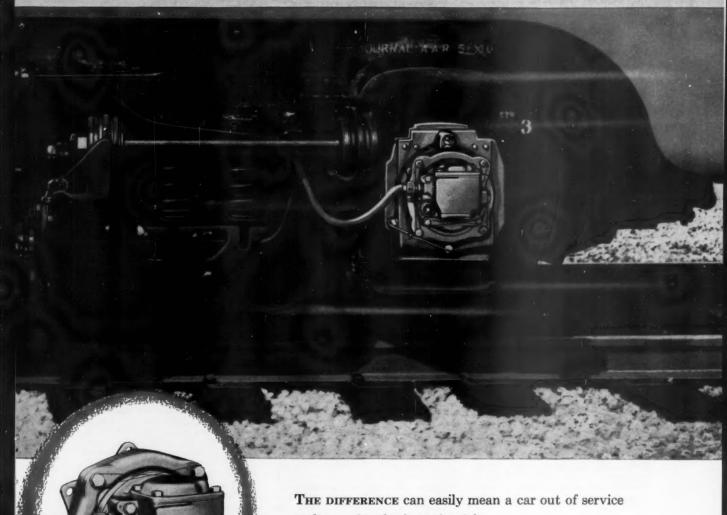
How to Boost Business

Much of the discussion at the Quebec meeting centered on the ever-present problem of getting new business. A committee report on the subject, presented by A. G. Hilker, passenger traffic manager of the Union Pacific, reported that while modern equipment "definitely is a business getter," there is a need also for improved courtesy and salesmanship, and changes in pricing practices.

"We must face fairly the fact that our patrons are dropping away from us because it is costing entirely too much, particularly transcontinentalwise, to travel by train," the report stated. With the continued expansion of low "coach fares" by air lines, railroads must determine whether their own prices are "attractive" under present conditions.

In other actions at the Quebec meeting, AAPTO retained on its docket for further study a recommendation that top rail management be invited to join in an all-out campaign for improving employee courtesy. Such a campaign, similar to those of safety and loss and damage prevention, would supplement the continuing efforts of individual passenger officers in trying to improve courtesy among employees.

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Westinghouse Air Brake

AIR BRAKE DIVISION X WILMERDING, PENNA.



Railway Officers

(Continued from page 16)

Milton J. Sefcik has been named general freight agent at Detroit and William McLeod succeeds Mr. Sefcik as assistant to general freight traffic manager at Chicago.

CANADIAN PACIFIC.—Andrew Nemenz, district freight agent at Milwaukee, Wis., has been transferred to Pittsburgh, succeeding A. W. Kelly. Calvin Johnson replaces Mr. Nemenz at Milwaukee.

CHESAPEAKE & OHIO.—Willis W. Cook has been appointed West Virginia, Kentucky and Southern Ohio public relations representative at Huntington, W. Va. Mr. Cook was for three years director of art and photography for TV station WSAZ in Huntington.

CHICAGO & NORTH WESTERN.

—The following have been appointed traffic managers: J. M. Peters, Western region on-line at Omaha; C. A. Miller, Eastern region at New York; E. W. Ernst, Southwestern region at St. Louis; H. W. Johns, Pacific Northwest region at Portland; C. R. Bair, Pacific Southwestern region at San Francisco; C. P. Johnson, Southeastern region at Birmingham, Ala., and H. P. Dickson, CFA region at Chicago.

A. H. Mallgren has been named chief of tariff bureau, succeeding W. W. Brown, who retired August 31 after 50 years of service.

S. E. Gregory has been appointed coal traffic manager; H. F. Ryder. freight traffic service manager; H. B. Buchholz, freight traffic manager. Eastern region on-line; V. M. Weger, freight traffic manager—grain, canned foods and dairy products; R. C. Stubbs, assistant general freight traffic manager on-line; W. E. Braun, assistant general freight traffic manager off-line; I. S. Olsen, assistant general freight traffic manager—trailer, merchandise sales and service; T. A. O'Donnell, assistant freight traffic manager, Chicago region, and F. H. Tribbey, assistant to general traffic manager. All will have headquarters at Chicago.

ELGIN, JOLIET & EASTERN.— John Losik has been appointed to the newly created position of freight service engineer, with the responsibility of studying, observing and analyzing loading and hauling practices to eliminate sources of potential damage and to improve customer service.

ERIE.—Edward Havlicek, commercial agent at Minneapolis, has been appointed general agent at Omaha, succeeding Charles L. Cox, who retired September 30 after more than 39 years of service.

GREAT NORTHERN.—Frank F. Perrin, public relations representative

at Seattle, has been appointed public relations assistant at St. Paul, succeeding Hermann R. Wiecking, who has resigned. Bob H. Hansen, formerly executive editor of the Yakima, Wash., Herald & Republic replaces Mr. Perrin.

MAINE CENTRAL.—Morton A. Thomas, general manager—transportation at Portland, Me., retired effective October 1, after 45 years of railroad service. Roy E. Baker, general manager—mechanical at Portland, has been promoted to general manager, effective September 10. Photographs and biographies of Messrs. Thomas and Baker were published in Railway Age January 24, page 44.

MINNEAPOLIS & ST. LOUIS.—Albert W. Schroeder, vice-president and general manager of the Chicago & Eastern Illinois at Chicago, has been elected vice-president in charge of operations of the M&StL at Minneapolis, effective November 1. Born in Eustis, Neb., January 2, 1917, Mr. Schroeder was graduated from the University of Nebraska (C.E.1938). He was employed by the Nebraska department of roads and irrigation be-



Albert W. Schroeder

fore entering railroad service with the Burlington in May 1939, Mr. Schroeder served that road successively as junior engineer, track supervisor, roadmaster, system supervisor of extra gangs and assistant to engineer of track. He joined the C&EI in March 1949 as chief engineer, becoming superintendent in December 1950, general manager in February 1953 and vice-president and general manager in June 1954.

MONON.—Otto M. Klein has been appointed general agent at Hammond, Ind., succeeding Joseph A. Martin, who has been named freight traffic agent at Louisville, Ky.

Elmer E. Koutnik has been appointed freight claim agent at Chicago, succeeding Forrest Bennett, who has retired after 50 years of service.

NICKEL PLATE.—Robert A. Gleason, superintendent of the Lake

Erie & Western district at Muncie, Ind., has been appointed superintendent of the Buffalo-Cleveland divisions at Conneaut, Ohio, succeeding the late R. D. Maloney. Roy Clear, assistant superintendent of the Lake Erie & Western district, succeeds Mr. Gleason as superintendent.

PENNSYLVANIA.—J. A. Bonelli, freight trainmaster, Chicago division, has been appointed trainmaster, Columbus division, succeeding M. Mausteller, transferred. R. E. Sullivan, trainmaster, Cincinnati division, succeeds Mr. Bonelli, and in turn has been replaced by R. L. Pruitt, trainmaster road foreman of engines, Fort Wayne division at Grand Rapids, Mich. Mr. Pruitt's successor is W. B. Suhrie, assistant trainmaster, Colehour district, Chicago division.

C. F. Parvin, division engineer, Middle division, has been named engineer maintenance of way, Western region at Chicago, succeeding M. C. Bitner (Railway Age, June 20, page 95). M. B. Miller, assistant division engineer, Middle division, has become division engineer, Chicago division, respective A. S. Barr.

placing A. S. Barr.
Dr. Donald L. Glenn, regional medical officer of the PRR's eastern region, has been appointed medical director at Philadelphia, succeeding Dr. Norbet J. Roberts, resigned.

RUTLAND.—John D. Lewis, general agent at Chicago, has been transferred to Cincinnati.

SOUTHERN PACIFIC. — James G. Sinclair, assistant division engineer at Bakersfield, Cal., has been promoted to division engineer, San Joaquin division, at that point, succeeding John S. McCauley, who has been transferred to the Yuma division at Los Angeles. Alan D. DeMoss, assistant division engineer at Stockton, Cal., has been appointed senior assistant division engineer, Salt Lake division, at Sparks, Nev., succeeding Judson E. Dakin, who has been named senior assistant division engineer, San Joaquin division, at Bakersfield. Russell E. Frame, assistant division engineer at Los Angeles, has been appointed senior assistant division engineer, Yuma division, at Los Angeles.

sion, at Los Angeles.

William F. Meaney, architect at
San Francisco, has been named special
architect there, assigned to special
duties. John R. Oyarzo, principal
assistant architect at San Francisco,
succeeds Mr. Meaney, with the title

of acting architect.

Herman W. Klein, general freight traffic manager, rates and divisions at San Francisco, has retired. Freight rate and division matters have been placed under direction of Harold L. Smith, freight traffic manager, rates and divi-

Herman A. Nelson, auditor of passenger accounts at San Francisco, has been named auditor of miscellaneous accounts, succeeding George Nelson, who retires September 30 after

50

more than 48 years with the SP. Walter Correia has been appointed as-sistant auditor of passenger accounts, succeeding George Trabert, who replaces Mr. Nelson as auditor of passenger accounts.

Robert McDowell, general agent at Detroit, retired September 30, after

42 years of service.

OBITUARY

Daniel A. Carroll, 56, master mechanic of the Illinois Northern, died September 26.

Meetings and Conventions

The following list gives names and addresses of secretaries, and dates and places of next or regular

AIR BRAKE ASSOCIATION.—Lawrence Wilcox, Room 827, 80 E. Jackson Blvd., Chicago 4.
ALLIED RAILWAY SUPPLY ASSOCIATION.—C. F. Weil, P. O. Box 5522, Chicago 80.
AMERICAN ASSOCIATION OF BAGGAGE TRAFFIC MARCHER.—T. R. Stanton, 1459 Railway Exchange Bldg., St. Louis 1. Annual meeting, June 20-22, 1956, Hotel Utah, Salt Lake City.
AMERICAN ASSOCIATION OF PASSENGER RATE MEN.—R. H. Chermak, 702 Union Station, Chicago. Annual meeting, October 13-15, 1955, Sheraton-Cadillac Hotel, Detroit.
AMERICAN ASSOCIATION OF PASSENGER TRAFFIC OF-

nual meeting, October 13-15, 1955, Sheraton-Cadillac Hotel, Detroit.

American Association of Passenger Traffic Opticars.—B. D. Branch, Eastern Time Table Distributing Company, Liberty Street Terminal, New York 6.

American Association of Ralboad Superinters.—Miss Elise La Chance, Room 901, 431.

Dearborn St., Chicago 5. Annual meeting, June 5-7, 1956, Lasalie Hotel, Chicago.

American Association of Traffich Passenger Acents.—C. A. Melin, P. O. Box 5025, Cleveland 1.

A frican Couxel of Ralboad Women.—Amy Mitchell, Atlanta & West Point, Atlanta & Mersican Rallway Bridge and Bulloting Association.—Miss Elise La Chance, Room 901, 431.

Dearborn St., Chicago 5.

American Rallway Carl Institute.—W. A. Renz, 19 E. 47th St., New York 17.

American Rallway Carl Institute.—W. A. Renz, 19 E. 47th St., New York 17.

American Rallway Development Association.—F. E. Wolff, Canadian Pacific, Toronto 1, Ont. Annual meeting, April 22-25, 1956, Peabody Hotel, Memphis.

F. E. Wolff, Canadian Pacific, Toronto 1, Ont. Annual meeting, April 22-25, 1956, Peabody Hotel, Memphis.

American Railway Encistering Association of American Railroads, Engineering Division—Neal D. Howard, 59 E. Van Buren St., Chicago 5. Annual meeting, March 13-15, 1956. Palmer House, Chicago.

American Railway Macazine Eurorisa Association.

—G. P. McCallum, New York, New Haven & Hartford, Room 2050, Grand Central Terminal, New York 17.

American Sugar Line Railraga Association.

G. P. McCallum, New York, New Haven & Hartford, Room 2050, Grand Central Terminal, New York 17.

American Short Line Rairroad Association.—
C. E. Huntley, 2000 Massachusetts Ave., N.W., Washington 6, D. C. Annual meeting, October 11-12, 1955, Hotel Morrison, Chicago.

American Society for Testing Materials.—R. J. Painter, 1916 Race St., Philadelphia 3. Committee Week, February 27-March 2, 1956. Hotel Statler, Bufialo. Annual meeting and exhibit, June 17-22, 1956, Cholol Statler, Bufialo. Annual meeting and exhibit, June 17-22, 1956, Cholol Statler, Bufialo. Annual meeting and exhibit, Pacific Area meeting and exhibit, September 16-22, 1956, Hotel Statler, Los Angeles.

American Society of Mechanical Engineers,—C. E. Davies, 29 W. 39th St., New York 18.

Rairroad Division.—R. L. Wilson, American Brake Shoe Company, Mahwah, N. J.

American Wood-Presenver's Association.—W. A. Peddorson, Sassociation of American Properties, Association of American Properties, Association of American Rairroad Division.—R. P. De Groote, Luckenbach Sicamship Co., Inc., 110 S. Dearborn St., Room 1107, Chicago 3.

Association of American Rairroad Dining Car Officers.—P. E. Griffith, 2028 Clark Ave., St. Louis 3. Annual meeting October 11-13, 1955, Shoreham Hotel, Washington, D. C.

Association and Maintenance Department.—R. G. May, Vice-president, Transportation Bidg., Washington and Maintenance Department.—R. G. Operating-Transportation Division.—A. I. Ciliake, 59 E. Van Buren St., Chicago 5.

ington 6, D. C.
Operating Transportation Division.—A. I. Ciliske,
59 E. Van Buren St., Chicago 5.
Transportation Section.—H. A. Eaton, 59 E. Van
Buren St., Chicago 5.
Operating Section.—H. S. Dewhurst, 59 E. Van
Buren St., Chicago 5.

nuren St., Chicago S.
Communications Section.—A. H. Grothmann, 59
E. Van Buren St., Chicago S.
Frice Protection and Insurance Section.—W. E.
Todd, 59 E. Van Buren St., Chicago S.
Freight Loss and Damage Prevention.—G. H. Ruhle, 59 E. Van Buren St., Chicago S.
Freight Station Section.—W. E. Todd, 59 E. Van
Buren St., Chicago S.

Medical and Surgical Section.—H. S. Dewhurst, 59 E. Van Buren St., Chicago 5. Protective Section.—H. S. Dewhurst, 59 E. Van Buren St., Chicago 5, Safety Section.—H. S. Dewhurst, 59 E. Van Buren

Safety Section.—H. S. Dewhurst, 59 E. Van Buren t., Chicago 5. Electrical Section of the Engineering and Me-hanical Divisions.—S. W. Marras, 59 E. Van Buren t., Chicago 5.

Electrical Section of the Engineering and Machanical Divisions.—S. W. Marras, 59 E. Van Buren St., Chicago S. Engineering Division.—E. G. Gehrke, 59 E. Van Buren St., Chicago S. Construction and Maintenance Section.—Neal D. Howard, 59 E. Van Buren St., Chicago S. Annual meeting, March 13-15, 1956, Palmer House, Chicago. Signal Section.—R. H. C. Balliet, 59 E. Van Buren St., Chicago S. Annual meeting, October 11-13, 1955, Jung Hotel, New Orleans. Mechanical Division.—Fred Peronto, 59 E. Van Buren St., Chicago S. Purchases and Stores Division.—John L. Timanus, Transportation Bldg., Washington 6, D. C. Annual meeting, May 16-18, 1956, Jefferson Hotel, St. Louis.
Freight Claim Division.—R. E. O'Donnell, 59 E.

meeting, May 16-18, 1956, Jefferson Hotel, St. Louis.
Freight Claim Division.—R. E. O'Donnell, 59 E. Van Buren St., Chicago 5.
General Claims Division.—Bruce H. Smith, 59 E. Van Buren St., Chicago 5. Annual meeting, April 17-20, 1956, Shamrock Hotel, Houston.
Car Service Division.—Arthur H. Gass, Chairman, Transportation Bldg., Washington 6, D. C.
Finance, Accounting, Taxation and Valuation Department.—Arthur R. Seder, Vice-president, Transportation Bldg., Washington 6, D. C.
Accounting Division.—R. E. Keefer, Transportation Bldg., Washington 6, D. C., Annual meeting, May 28-31, 1956, Los Angeles, Cambana May 28-31, 1956, Los Angeles, Treasury Division.—R. E. Keefer, Transportation Bldg., Washington 6 D. C.
ASSOCIATIONERS.—Miss Sarah F. McDenough Executive Secretary, 2218 ICC Building, Washington 25, D. C.

D. C.

Association of Railroad Advertising Managers.—
A. W. Eckstein, Illinois Central, 135 E. Eleventh
Pl., Chicago 5. Annual meeting January 26-28,
1956, Hotel Biltmore, New York.

Bridge and Buttonic Supply Association.—L. R.
Gurley, Modern Railroads, 201 N. Wells St., Chicago 6.

J956, Hotel Biltmore, New York.

Bridge and Bulding Cuptly Association.—L. R. Gurley, Modern Railroads, 201 N. Wells St., Chicago 6.

Canadian Railway Club.—G. R. Filt, Canadian Pacific Railway, Window Station, Montreal 3. Quebec. Regular meetings, second Monday of each month, except June, July and August. Sheraton-Mount Royal Hotel, Montreal, Que.

Can Department Association of St. Louis.—E. S. Walsh, 2606 Scott Ave., St. Louis 3. Regular meetings fourth Tuesday of each month except June, July, Angust and December, Hotel DeSoto.

Can Department Officers, Association.—F. H. Stremmel, 6536 N. Oxford Ave., Chicago 31.

Can Forement's Sasociation of Chicago.—W. R. McCain, North American Car Corp., 231 S. La Salle Sts., Chicago 4. Regular meetings, second Monday of each month except June, July and August, LaSalle Hotel.

Butters and South Omaha Interchange.—C. G. Poetzel, Chicago & North Western. 11th St. and Avenue J., Council Bluffs, Ia. Regular meetings. Second Tready of each month, except July and August, Chieflain Hotel, Council Bluffs. Central Railway Club of Butters.—E. C. Fosdick, Bl3 Sunnyside Ave., Chicago 40. Regular meetings, second Thursday of each month except July and August, Chieflain Hotel, Council Bluffs.

Central Railway Club of Butters.—E. C. Fosdick, Bl3 Sunnyside Ave., Chicago 40. Regular meetings, second Thursday of each month except July and August, Hotel Statler.

Chicago Railboads Can Accountine. Orters.—Max Jauch (chairman), Chicago 40. Regular meetings inst Wednesday of each month, except July and August, Milland Hotel, at 12:15 p.m.

Eastern Association or Car Service Oppices.—

Max Jauch (chairman), Chicago 40. Regular meetings in the Meeting of Each month, except July and August, Molland Hotel, at 12:15 p.m.

Eastern Association or Car Service Oppices.—

H. C. Ruchester. Canadian National, 291 Notre Dame St., West, Montreal 3. Next meeting, November 10-11, 1955, Brown Hotel, Louiville.

Eastern Car Foremen's Association.—

E. West, Montreal 3. Next meeting, November 10-11, 1955, Brown

R.

STIVE MAINTENANCE OFFICERS' ASSOCIATION.—
pscomb, 1721 Parker St., North Little Rock,

MAINTENANCE OF WAY CLUB OF CHICAGO.—S. Kosco, 135 E. Eleventh Place, Chicago 5. Regular meetings, October through April, Hamilton Hotel, Chi-

ings, October through April, Hamilton Hotel, Chicago,

METROPOLIVAN MAINTENANCE OF WAY CLUR.—John

S. Vreeland Simmons-Boardman Publishing Corp.,

30 Church St., New York 7. Meets in February,

April, October and December. Next meeting October 27, 1985. Railroad-Machinery Club, 30 Church

St., New York, 6:30 p.m.

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Pittsburgh.

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ourgn... Sussistiff Valley Maintenance of Wat Club.— Sussistiff Valley Maintenance of Unive St., Louis. Regular meetings second Monday of month September through May, DeSoto Hotel,

NATIONAL ASSOCIATION OF RAILROAD AND UTILITIES COMMISSIONERS.—R. Everette Kreeger, 7413 New Post Office Bldg., P. O. Box 684, Washington 4, D. C. Annual meeting, October 24-27, 1955, Grove Park Inn Asheville, N. C.

NATIONAL ASSOCIATION OF SHIPPERS' ADVISORY BOARDS.—H. E. Bingham, Spencer Chemical Com-pany, Dwight Bldg., Kanasa City, Mo. Annual meet-ing. October 11-13, 1955, William Penn Hotel,

BOARDS.—H. E. Bingham, Spencer Chemical Company, Dwight Bidg., Kansas City, Mo. Annual meeting, October 11-13, 1955, William Penn Hotel, Pittsburgh.

NATIONAL DEFENSE TRANSPORTATION ASSOCIATION.—Mrs. Lois C. Gebran, Suite 728, 1001 Connecticut Ave., Washington 6, D. C. Annual meeting, October 12-15, 1955, Sheraton Plaza Hotel, Boston.

NATIONAL INDUSTRIAL TRASTIC LEAGUE.—L. J. DOTT, Suite 909, Sheraton Bidg., 711 14th St., Washington 5, D. C. Annual meeting, November 17-18, 1955, Conrad Hilton Hotel, Chicago.

NATIONAL RALLWAY APPLIANCES ASSOCIATION.—Kenneth Cavins, Fairmont Railway Motors, Inc., 310 S. Michigan Ave., Chicago 4. Lewis Thomas, Anst. Secy., 59 E. Van Buren St., Chicago 5.

NATIONAL SAFETY COUNCIL RALIROMO SECTION.—C. T. DeWitt, Northern Pacific, St. Paul 1, Minn. Annual meeting, October 17-21, 1955, Hotel Morrison, Chicago.

NEW ENGLAND RALIROMD CLUB.—William M. McCombs, 35 Lewis Wharf, Boston 10. Regular meeting, section Transport of Chicago.

NEW STOKE RALIROMD CLUB.—Old Burry, 30 Church St., New York 7. Regular meetings, third Thursday of each month except June, July, August, September and December. Century Room, Commodore Hotel. Reception, 6, pm.; dinner, 7; meeting, 8, 155.

NORTHWEST CAMMEN'S ASSOCIATION.—N. J. Magich, Minnesota Transfer Ry., 2071 University Ave., St. Paul 4, Minn. Regular meetings, first Monday of each month, except June, July, and August, Midway Club, 1931 University Ave., St. Paul Northwest Locomotrive Association.—N. N. Cox, Northern Pacific, St. Paul 1, Minn. Regular meetings, third Monday of each month, except June, July, and August, Midway Club, 1931 University Ave., St. Paul.

NORTHWEST LOCOMOTIVE ASSOCIATION.—W. N. Cox, Northern Pacific, St. Paul 1, Minn. Regular meetings, third Monday of each month, except June, July, and August, Midway Club, 1931 University Ave., St. Paul.

NORTHWEST CAMMINIEME PROSECTION.—W. N. Cox, Northern Pacific, St. Paul 1, Minn. Regular meetings, third Minaukee Passenger, Denot Minaukee Passenger, Denot Minauchee Passenger, Denot Minauchee

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Northwest Manyenance of Way Club.—L. C. Blanchard, Milwaukee Passenger Depot, Minneapolis I. Regular meetings, fourth Thursday of each month, September through April, inclusive, excepting November and December which are third Thursday, Midway Club. 1931 University Ave., St. Paul.
Pacific Rahway Club.—S. E. Byler 121 E. Sixth St., Los Angeles Id. Regular meetings, second Thursday of each alternate month et Palace Hotel, San Francisco, and Elks' Temple, Los Angeles.
Rahrada Public Relations Association.— J. Don Parel, Association of American Railvoads, Transportation Bldg., Washington 6, D. C.
Rahway Club. 97 Uttsburgh.—G. E. Morrison, 2710 Koppers Bldg., Pittsburgh 19, Regular meetings third Thursday of each month, except June-September, incl. and December, Hotel Sherwyn. Dinner, 6:30 p.m.; meeting, 8.
Rahway Electric Supply Manufactiverra Association.—L. R. Oswald, Thos. A. Edison, Inc., 1500 S. Western Ave., Chicago 8.
Rahway Fele. and Thaveling Engineers. Association.—L. R. Oswald, Thos. A. Edison, Inc., 1500 S. Western Ave., Chicago 8.
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Signal Appliance and month, Hotel York. Dinner, 6:45 p.m; meeting, 8. Signal Appliance Association.—G. A. Nelson, Waterbury Battery Company, 30 Church St., New York 7. Meets with AAR Signal Section.
SOUTHEASTERN RAILWAY DIESEL CLUB.—H. W. Sprewer, Seaboard Air Line, P. O. Box 1654, Norfolk, Va. Regular meetings, second Tuesday in February, April, June, August, October and December, 9:30 a.m., Mayflower Hotel, Jacksonville.

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SOUTHERN AND SOUTHWESTERN RAILWAY CLUS.—A.

N. Miller, 4 Hunter St., S. E. Atlanta. Regular
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and November at Atlanta.

SOUTHERN ASSOCIATION OF CAR SERVICE OFFICERS.—F.

I. Umhau, Southern Ry., Atlanta 3.

TORONTO RAILWAY CLUS.—H. W. Somerville, P. O.
BOX 8, Terminal "A," Toronto 1, Ont. Regular
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February, June, July, August and December, Royal
York Hotel.

TRACK SUPPLY ASSOCIATION.—Lewis Thomas, Q and
C Company, 59 E. Van Buren St., Chicago S.

Western Association of Railway Tax Commis-

Western Association of Railway Tax Commis-sionses.—L. R. Norberg, 516 W. Jackson Blvd., Chi-cago 6. Regular meetings. 12:15 p.m., first Wednes-day of each month, except July and August, Traffic Club, Palmer House, Chicago.

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A POCKET BOOK OF SPEECH FORMULAS. 36 pages, illustrations. National Safety Council, 425 North Michigan ave., Chicago 11. 60 cents to council members; \$1.20 to non-members; quantity prices on application

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TRANSPORT REVIEW AND OUTLOOK; MID-YEAR 1955. 10 pages. Transportation and Communication department, Chamber of Commerce of the United States, Washington, D.C.

Figures, forecasts and items of news that are intended to give a sound basis for analyzing the trends in the transportation industry. Most of the statistics and statements are supplied by the national trade associations representing each industry or by industry

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THE OLD RELIABLE. 16 mm, 26 min, sound, color. Louisville & Nashville Railroad, 908 West Broadway, Louisville 1, Ky. Available

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A GUIDE TO POSTMARK ADVERTISING. 16 pages, illustrations. Pitney-Bowes, Inc., Walnut & Pacific sts., Stamford, Conn. Free.

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U.S. ELECTRICAL WIRES AND CABLES FOR THE RAILROAD INDUSTRY. 90 pages, illustrations. United States Rubber Company, Electrical Wire and Cable department, 1230 Avenue of the Americas, New York 20. Free.

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